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COWS' MILK.
[1136

# Hongkong Daily Press.

ESTABLISHED 1857.

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PORTABLE MOTORS
FOR ATTACHING TO ROWBOATS.
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Tel. 27. 4, Des Vœux Road.
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No. 17,658. 第一萬七千六百五十八號 甲寅年十月廿四日 HONGKONG, FRIDAY, DECEMBER 11TH, 1914. 五拜禮 中華民國三年十二月十一號 PRICE, $3 PER MONTH.

## INTIMATIONS

GREEN ISLAND CEMENT COMPANY.
PORTLAND CEMENT.
In Casks 375 lbs. net.
In Bags 250 lbs. net.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 9th December, 1914. [1437

MITSU BISHI GOSHI KWAISHA.
(MITSU BISHI CO.)
COAL DEPARTMENT.
SOLE PROPRIETORS OF TAKASIMA, OCHI, MUTABE, YOSHINOTANI, NAMAZUTA, SAYO, SHINNEW AND KAMIYAMADA Collieries.
AGENTS FOR SAKITO AND OYUBARI Coals.
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Cable Address for above: "IWASAKI."
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GLASGOW—Messrs. A. R. BROWN, MCFARLANE & Co., LTD.
For Particulars, apply to—
K. KATO,
Manager,
No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [614

SIEN TING.
SURGEON DENTIST,
No. 10, D'AGUILAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st Septembee, 1914. [1160

NEW CARTRIDGES.
BY popular English Manufacturers. In all Bores and Sizes,
SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSSG, at $6, $7 and $7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 16th October, 1914. [1250

A. LING & CO.,
19 QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS STORE.
Photographic Goods of Every Description Stock.
Developing, Printing and Enlarging.
Canton Marbles in Various Shades.
TELEPHONE 1219.
Hongkong, 18th April, 1914. [585

PEAK TRAMWAY COMPANY, LIMITED.
TIME TABLE.
WEEK DAYS.
7.00 a.m. to 8.00 a.m....Every 15 minutes.
8.00 „ to 10.00 „ ... „ 10 „
10.00 „ to 11.00 „ ... „ 15 „
11.30 „ to 12.45 p.m.... „ 15 „
12.45 p.m. to 1.15 „ ... „ 10 „
1.15 „ to 1.45 „ ... „ 15 „
1.45 „ to 2.15 „ ... „ 10 „
2.15 „ to 5.00 „ ... „ 15 „
5.00 „ to 8.10 „ ... „ 10 „
NIGHT CARS.
8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
11.00 p.m. to 11.45 p.m. Every Quarter-Hour.
SUNDAYS.
7.45 a.m. to 10.30 a.m....Every 15 minutes.
10.30 „ to 11.00 „ ... „ 10 „
11.30 „ to 12.00 noon „ 15 „
12.00 noon to 1.00 p.m.... „ 10 „
1.00 p.m. to 5.00 „ ... „ 15 „
5.00 „ to 6.00 „ ... „ 10 „
6.00 „ to 7.00 „ ... „ 15 „
7.00 „ to 8.10 „ ... „ 10 „
NIGHT CARS as on Week Days.
SATURDAYS.
Extra Car at 12 Midnight.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 29th May, 1914. [1205

SOUTH MANCHURIA RAILWAY.
SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST AND EUROPE, VIA DAIREN.
TIME TABLE
(Effective from May 1st, 1914, to April 30th, 1915).
THRICE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Dining, and First and Second Class Sleeping Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Mail Steamer Service by the s.s. SAKAKI MARU and KOBE MARU (each Equipped with Wireless Telegraph) as follows:—

NORTH BOUND.

| Connecting at Harbin with | | Wagon-Lits for Moscow | Russian States Express For St. Pet's. | Russian States Express For Moscow |
|---|---|---|---|---|
| 1st Class Fares $ 40.00 | Shanghai (S.M.R. Str.) Lv. | Forenoon | Saladi Mon. Wed. | Kobe Wed. Fri. |
| Y 14.98 | Dairen Ar. | ... | ... | ... |
| | Dairen (S.M.R. Train) Lv. | 8.30 p.m. | Wed. | Th. |
| Y 11.50 | Mukden „ Ar. | 11.28 „ | „ | „ |
| | Mukden „ Lv. | 11.50 „ | „ | „ |
| Y 11.50 | Changchun „ Ar. | 7.10 a.m. | Th. | Fri. |
| | Changchun „ (Russian Train) Lv. | 9.00 „ | „ | „ |
| R 9.60 | Harbin „ Ar. | *3.00 p.m. | „ | „ |

SOUTH BOUND.

| Connecting at Harbin with | | Wagon-Lits from Moscow | Russian States Express From St. Pet'g. | Russian States Express From Moscow |
|---|---|---|---|---|
| R 9.60 | Harbin (Russian Train) Lv. | *10.10 a.m. | Fri. | Th. | Mon. |
| | Changchun (S.M.R. Train) Ar. | *4.50 p.m. | „ | „ | „ |
| Y 11.50 | Mukden „ Ar. | 1.45 „ | „ | „ | „ |
| | Mukden „ Lv. | 1.55 „ | „ | „ | „ |
| Y 14.98 | Dairen „ Ar. | 9.50 „ | „ | Fri. | Tues. |
| | Dairen „ (S.M.R. Str.) Lv. | Noon. | Sat. | Mon. | Th. |
| Y 40.00 | Shanghai „ Ar. | Forenoon | Mon. | Kobe | Sat. |

* Russian Train Time is 23 minutes faster than the S.M.R. Time.
The above fares do not include the Express Train Berth Fee.
With regard to the above Time-Table, the Four Express Trains per week connecting two each way with the Russian State Expresses are temporarily suspended, owing to the partial suspension of the Trans-Siberian Passenger Traffic on account of the European War.
The Two Weekly Express Trains connecting one each way with the Wagon-Lits Expresses, all Ordinary Trains, and the Two Dairen-Shanghai Direct Mail Steamers will remain in operation as above.
To the daily train leaving Dairen at 8 P.M. for Changchun and that leaving Changchun at 11.20 A.M. for Dairen a Compartment Car has been attached, on which First-Class Passengers can secure sleeping accommodation on payment of Yen 2.
RAILWAY HOTELS.—YAMATO HOTEL (Tel. Add. Yamato"). At Dairen, Port Arthur, Mukden, Changchun, and Hoshigaura (the finest sea-side resort in North China), all under the Company's management.
TICKET AGENCIES.—The Company's Railway and Steamer Tickets are obtainable at all the Agencies of the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS Co.; Messrs. THOS. COOK & SON; REISEBUREAU DER HAMBURG-AMERIKA LINIE; the NORDISK RESEBUREAU; and the NIPPON YUSEN KAISHA, Shanghai; from each of whom all information, time-tables, pictorial guide-books, etc., can be obtained free, or direct from the
SOUTH MANCHURIA RAILWAY CO., DAIREN.
Tel. Add.: "MANTETSU." Codes: A.B.C. 5th Ed., A1, and Lieber's.

FUSHUN COAL
THE BEST STEAMING COAL IN THE FAR EAST.
Fresh stocks always on hand at Dairen, Port Arthur, Newchwang, and Tientsin Depots; and also at Chefoo, Shanghai, Hongkong, Singapore, and Penang.
MINING DEPARTMENT.
SOUTH MANCHURIA RAILWAY CO., DAIREN.
[661

OREGON PINE.
THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.
Hongkong, 27th June, 1914. [728

MITSU BISHI DOCKYARD AND ENGINE WORKS.
A1, A.B.C., Western Union, Engineering and Bentley's Complete Phrase Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contraflo Auxiliary Machinery, Weir's Auxiliary Machinery, Stone's Manganese Bronze, Pulsometer and Engineering Co.'s Refrigerating Plants and Parsons' Steam Turbines, etc., etc.
AT NAGASAKI:—Telegraphic Address: "DOCK," NAGASAKI.

| | | Length on Keel-Blocks. | Breadth at Entrance on Bottom. | Depth of Water on Keel-Blocks. |
|---|---|---|---|---|
| 3 Dry Docks | No. 1 ... ... ... | 510 ft. | 77 ft. | 26 ft. |
| | No. 2 ... ... ... | 350 ft. | 53 ft. | 24 ft. |
| | No. 3 ... ... ... | 714 ft. | 88 ft. | 34 ft. |

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA MARU," 716 tons and 12 knots speed, is always ready at short notice.
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| | Floating Docks. No. 1. | No. 2. |
|---|---|---|
| Lifting Power ... ... ... ... | 7,000 Tons. | 12,000 Tons. |
| Max. Length of Ship taken in | 460 Feet | 580 Feet. |
| Max. Breadth „ „ „ | 58 „ | 66 „ |
| Max. Draft „ „ „ „ | 22 „ | 26 „ |

The Salvage Steamer "ARIMA MARU," pumping capacity per hour 2,000 tons.
Floating Sheerlegs, capable of lifting 40 tons weight.
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION
[805

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CLYDESDALE PAINT AND OIL WORKS, GLASGOW.
MANUFACTURERS OF
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CONTRACTORS TO HIS MAJESTY'S GOVERNMENT, COLONIAL AND FOREIGN GOVERNMENTS, RAILWAY AND STEAMSHIP COMPANIES, ETC.
PRICES AND PARTICULARS FROM—
WM. STEWART & CO.,
ALEXANDRA BUILDINGS,
SOLE REPRESENTATIVES.
Hongkong, 1st December, 1914. [1401

WM. STEWART & CO.
TIMBER MERCHANTS, MEASURERS, AND TIMBER EXPERTS.
5, ALEXANDRA BUILDINGS.
IMPORTERS of Teak, Hardwoods, Oregon Pine, and Japanese Oak in Logs and Planks.
Teak and Hardwood supplied Machine Sawn to any Dimensions.
Floorings—Sizes to Order,
Phillipine Hardwood Wharf Piles in lengths up to 60 feet.
The attention of Architects, Civil Engineers and Contractors is directed to the splendid range of Phillipine Hardwoods suitable for constructional purposes.
Prices and Samples on application.
Telegrams—Rosewood. [Telephone No. 1463. P. O. Box No. 639
Hongkong, 2nd May, 1914. [652

THE YOKOHAMA DOCK CO., LIMITED.
Telegraphic Address:—"DOCK," Yokohama.
Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1, and Watkin's.
DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, 681, 2050, 3470.

| NO. 1 DOCK. | NO. 2 DOCK. | NO. 3 DOCK. |
|---|---|---|
| Docking Length 515 ft. | Docking Length 376 ft. | Docking Length 481 ft. |

Every description of repair work is undertaken. A large assortment of material including tail shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.
WAREHOUSE DEPARTMENT:—
99 buildings, principally of brick and steel, containing private bonded warehouses and sugar consumption tax covered warehouses. Floor area 67,917 square yards, or 14 acres.
Every description of warehousing, Custom-house brokerage and insurance undertaken. Rates moderate.
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.
[822

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TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, &c.
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TICKETS SUPPLIED to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED, FOREIGN MONIES Exchanged.
CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
Hongkong, 3rd July, 1914. [742

THE KAILAN MINING ADMINISTRATION.
KAIPING COAL:
Now well-known throughout the East for
STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND HOUSEHOLD PURPOSES.
KAIPING COKE:
Competes with the best quality English Cokes for
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES.
HIGHEST FIREBRICKS GRADE
FIRECLAY.
STOCK ALWAYS ON HAND.
OFFICE: QUEEN'S BUILDINGS, HONGKONG. TEL. ADD.: MAISHAN, HONGKONG
TELEPHONE No. 1030.
DODWELL & CO., LTD.,
Hongkong, 1st October, 1914. AGENTS. [1203

HOTELS

THE HONGKONG HOTEL AND GRILL ROOM.
J. H. TAGGART,
22] Manager.

KING EDWARD HOTEL.
CENTRAL LOCATION.
All Electric Trams Pass Entrance.
One Minute's Walk from Ferry.
Telephones on All Floors.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System Throughout.
Best of Food and Service.
Hotel Launch Meets All Steamers.
Telephone No. 373.
Tel. Address: "VICTORIA."
FRANK L. COOKE,
44] Manager.

GRAND HOTEL.
QUEEN'S ROAD CENTRAL.
A FIRST-CLASS AND UP-TO-DATE HOTEL, most Central Location within the vicinity of all the Principal Banks.
Noted for the best Food, Refreshments Accommodation and Cleanliness. Cuisine under European Supervision. A First-Class String Orchestra renders selections from 5.30 P.M. to 11.30 P.M.
Special monthly terms for residents and for Shipping people.
For further particulars apply—
MANAGER.
Telephone 197.
Telegraphic address: "COMFORT."
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1,400 FEET ABOVE SEA LEVEL.
FIRST-CLASS RESIDENTIAL and TOURIST HOTEL. Unrivalled for Comfort, Health and Convenience. Telephones in Every Room, prompt connection maintained by six lines to Central.
Fifteen Minutes from Principal Landing Stage. Moderate Tariff and Excellent Cuisine, Roof Garden and Social Rooms. European Runner meets Steamers.
P. O. PEUSTER,
Manager.
[1492

THE NEW MACAU HOTEL.
THIS LARGE and ROOMY HOTEL is now OPENED under EXPERIENCED EUROPEAN MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grandy facing the sea, a cool breeze is enjoyed all the year round. LARGE AND COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision Terms moderate
For further particulars, apply to—
O. C. MOOSA,
Macau.
Tel. Add. "Phœnix," Macau.
[843

VICTORIA HOTEL
SHAMEEN—CANTON.
Telegraphic Address: "VICTORIA, SHAMEEN."
SITUATED ON THE BRITISH CONCESSION.
Hotel electrically lighted, and under experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every Information and Special Attention given to Tourists.
REASONABLE RATES.
WM. FARMER,
Proprietor.
[14?

## INTIMATIONS

# A. S. WATSON & CO., LTD.,

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WINE & SPIRIT MERCHANTS.

HIGH-CLASS WINES.

WATSON'S D. PORT

VERY SUPERIOR OLD PORT WITH STYLE AND CHARACTER.

Per Dozen $32.30

WATSON'S D. SHERRY

SUPERIOR PALE DRY.

Per Dozen $26.25

These Wines are specially recommended, being of Superior Vintage, Old, and thoroughly matured and in fine condition.

A.S. WATSON & CO., LIMITED,

ALEXANDRA BUILDINGS.

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*NOTICE TO CORRESPONDENTS.*

ONLY *communications relating to the news column should be addressed to* THE EDITOR.

*Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.*

*All letters for publication should be written on one side of paper only.*

*No anonymously signed communications that have already appeared in other papers will be inserted.*

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*Codes: A.B.C. 5th Ed. Lieber.*
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HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

# The Daily Press.

HONGKONG, DECEMBER 11TH, 1914.


AN early entry in a German Officer's diary picked up on the battlefield reads: "Every night now a chapter of 1870 is read to us. What a great notion—but is it necessary?" Rather tiresome, we imagine, at the present stage of the war. At any rate, if the practice is still continued it can hardly have the effect it was calculated to produce on the troops. On the contrary, it must give rise to the most bitter and the most disheartening reflections. Read, for example, this little summary in the concluding chapter of the history compiled by the present Commander-in-Chief of the German Forces (Field-Marshal Count HELMUTH VON MOLTKE), and compare the results with the progress of the present war: "Thus the war of 1870-1871, carried on with such a vast expenditure of force on both sides, was brought to an end by incessant and restless energy in the short period of seven months. Even in the first four weeks eight battles took place under which the French Empire collapsed and the French Army was swept from the field. Fresh forces, massive but incompetent, equalised the original numerical superiority of the Germans, and it needed twelve more battles to secure the decisive siege of the enemy's Capital." Germany hoped to repeat the performance in much better time on the present occasion, for was it not being publicly confessed in France just before the war that the French Army was in a very bad way indeed? And as for "the contemptible little army" that was sent by Great Britain to the assistance of France, it was accounted by the German military experts before the war as something to provoke the laughter of the gods—a mere handful of men "used to fighting farmers," yet having the "conceit" to range themselves against the mighty warrior hosts of Germany! Quite early in the campaign the German troops were ordered "to keep no more notes," so we may not have the satisfaction of reading the evolution of German views on the British army in diaries, but the letters from wounded German prisoners which are occasionally published show clearly enough that no longer do German officers write with such contempt of the British Army, small though it still is in comparison with the enormous strength of the German forces which have been thrown against it in a vain endeavour "to walk through it." Similar delusions were entertained regarding the quality of the Indian troops. On hearing that the British Government proposed to use Indian troops in France the *Neue Freie Presse*, a leading journal of Vienna, wrote:

"In these most bitter times, when we are assailed by so many gloomy thoughts and possessed by such intense anxieties, it nevertheless happens that an occasional gleam of humour falls upon the red horrors of war. Particularly does the solemn manner in which England conceals her military incapacity under fine-sounding Parliamentary declarations awake our silent merriment. A piece of news to hand to-day deserves mention as a typical illustration of their manner. Hitherto the Maharajas of India have only been known to us in our watering-places, where they distinguished themselves by their peculiar elegance of dress and manner, and belonged to the events of the season like the fireworks and the concerts. No more pacific spectacle could be imagined than these gentlemen in European clothes with only a white turban to indicate their quality. And now a telegram which created the deepest impression when read in the English House of Commons tells us that the Maharajas have unanimously placed their services at the disposal of the Government and that some of them have actually expressed the wish to serve in the field with the English Army in France. What dread the news will evoke in Germany! The German commanders could never have anticipated such adversaries. We can imagine how fit these troops are to measure themselves against Germans, and how advantageous it will be for the security of Britain to lead them to inevitable defeat. It is really incredible that the London Government should have resource to such pitiful devices and that the sound sense of the people should not rebel against such childish folly."

What is really incredible is that military writers both in the leading papers of Austria and Germany should exhibit such woeful ignorance regarding the military training and fighting capacity of the British troops, whether they belong to the United Kingdom, the Colonies or to India. There is good reason for saying that the Germans, who have by this time had much actual experience of both the British and the Indian troops, take a very different view of their fighting qualities and military training than is given to them in the contemptuous references we have quoted, and it will be no empty boast to say that by the time the end of the war is reached the people of Germany and Austria will be much more greatly impressed with the military power of the British Empire than they are to-day. Our Great Empire, under the supreme test of the pressure of war, has proved its unity and strength in a manner which has been a revelation to the world and a disagreeable surprise to the military experts and diplomats of Germany, who, contrary to their expectations, see all classes, all races, all States, Principalities, Dominions and Powers throughout the British Empire united in resolve and in effort to uphold our national honour and to defeat the aggressive aims and objects of Prussian militarism which, upon the outbreak of the war, the German Press no longer attempted to conceal.

---

At the Magistracy yesterday a Chinese was charged with being in unlawful possession of 78lbs. of raw opium in the waters of the Harbour. The defendant is a boatman, and the opium was seized on his sampan. The case was remanded until to-day. Mr. C. F. Mason is defending.

---

Five small Chinese received a well-merited lesson at the Magistracy yesterday when they were sentenced to receive a taste of the Court usher's rattan. The boys were charged with stealing various articles of clothing, most of which belonged to Chinese at Kowloon. Their methods were very simple. A watch was kept on certain clothes-lines upon which articles that had been washed were left to dry, and at an opportune moment they snatched as many of the articles as conveniently possible, made off before the loss could be discovered, and pawned the stolen goods. Information given to the police led to their arrest and conviction. Four pawnbrokers appeared before the Magistrate as witnesses, and Mr. F. A. Hazeland warned them against receiving property from such youngsters. The first three defendants were ordered to receive nine strokes each, and the remaining two four each.

# TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## THE CANTON-KOWLOON RAILWAY.

PEKING, December 10th.

Mr. H. W. Foord, formerly of the Shanghai-Ningpo Railway, has been appointed Engineer-in-Chief of the Canton-Kowloon Railway.

[THROUGH REUTER'S AGENCY.]

## BRITISH COLONIAL APPOINTMENTS.

LONDON, December 9th.

Mr. H. A. Byatt, C.M.G., Colonial Secretary of Gibraltar, has been appointed Chief Secretary of Malta.

Mr. W. C. F. Robertson, Assistant Secretary of the Gold Coast, has been appointed to succeed Mr. Byatt at Gibraltar.

## THE RUSSIAN SPIRIT MONOPOLY

ENORMOUS DECREASE IN RECEIPTS.

LONDON, December 9th.

It is reported from Petrograd that the receipts from the spirit monopoly in September amounted to £170,414, showing a decrease of £7,659,643 as compared with the receipts for the month of August.

[This is attributable to the Temperance Edict promulgated by the Czar.]

## OBITUARY.

LONDON, December 9th.

The death is announced of the well-known American diplomat, Mr. William Woodville Rockhill, at Honolulu. Mr. Rockhill was *en route* to Peking to act as an Adviser to President Yuan Shih-kai.

## GARMENTS FOR BELGIAN REFUGEES AND SOLDIERS.

This week 107 garments were sent in by the women of Hongkong, 102 of which were forwarded by the courtesy of Messrs. Shewan, Tomes & Co. to the Countess of Meath, 83, Lancaster Gate, London, for the Belgian Refugees. Sixty-five men's garments, including a fur rug and Jaeger blanket rug, were sent by the courtesy of the Hongkong Parcel Express Co. to Mrs. I. Hunt, Westmount, Folkestone Road, Dover, to forward to her brother Dr. Beairs, who has a field hospital in Belgium, and who asks for as many men's clothes as possible.

## THE DEUTSCH-ASIATISCHE BANK.

The following extract is from a letter by Herr Heinrich Cordes, the Manager of the Deutsch-Asiatische Bank in Peking, in answer to a letter which appeared in the *Peking Gazette*:—"In view of the organised campaign which is on foot against German interests in China, it is expedient that I should take notice of your correspondent's letter for the purpose of registering an official contradiction regarding the mischievous suggestion that the Deutsch-Asiatische Bank is in any sense a German State-Bank. It is no more a State institution than the Hongkong and Shanghai Banking Corporation can be described—which is impossible—as a British State-Bank. I may add that, during my 13 years' connection with the Deutsch-Asiatische Bank, all transactions with the Chinese Authorities in which I have participated (aggregating not less than £50,000,000 in gold alone) have been negotiated direct with the responsible Chinese officials appointed for the purpose, without the intermediary of a compradore or any other agent; and to the honour of these officials belonging to the old as well as to the new *régime* I have to state that in no single instance has my Bank ever paid a cent of commission."

## HONGKONG'S WATER SUPPLY.

The monthly water return issued by the Water Authority shows that the storage of water, in millions and decimal gallons, in the City and Hill District Waterworks amounted to 734.65 at the end of November compared with 601.72 at the end of November last year. The consumption in the City and Hill district during the month was 152.84 by an estimated population of 259,219, compared with a consumption in November, 1913, of 137.64 by an estimated population of 255,619. The average consumption per head per day was 19.6. There was a constant supply in all districts up till the 3rd, and an intermittent supply by the rider mains in the Rider Main districts from the 4th November, 1913, while in November this year there was a constant supply in all districts.

The storage in Kowloon Gravitation Reservoir was 352.50, compared with 353.37 in November, 1913. The consumption in Kowloon during the month was 32.51 by an estimated population of 95,450, compared with a consumption of 32.75 by an estimated poulation of 93,650 in November, 1913. The average consumption per head per day was 11.4.

The report of the Government Analyst shows that the water is of excellent quality.

## SUPREME COURT.

Thursday, December 10th.

IN BANKRUPTCY JURISDICTION.

BEFORE THE CHIEF JUSTICE, SIR WM. REES DAVIES, K.C.

THE AFFAIRS OF CRUZ BASTO AND CO.

*Re* Cruz Basto & Co. This was an application for a receiving order. Mr. Needham appeared for the petitioning creditor, and Mr. Leo D'Almada mentioned that he represented a creditor valued at $3,000 odd.

Mr. Needham at once contended that his friend had no *locus standi* in the Court.

Mr. D'Almada said he wanted to have the application adjourned for a fortnight, for reasons which he would presently state.

Mr. Needham—I object to my friend appearing in this case at all; he has no right to appear.

Mr. D'Almada—My Lord, I am here under Section 7 sub-Section 4, and I can satisfy you that there is not sufficient cause to make the order. Your Lordship has to be satisfied with the position of the creditors appearing.

The Chief Justice—I do not think the creditors have anything to do with it; that has always been held here, I think.

The Official Receiver—It has always been held here that the creditors have no *locus standi*.

Mr. Grist (speaking *amicus curiæ*) said that it had always been held that a creditor had no *locus standi*, but the Court had always listened to anything the creditor had to say, simply for the information of the Court. That had been the practice in that Court and it was, he thought, very important that it should be so.

Mr. D'Almada—I admit I have no *locus standi*, but I think if your Lordship will hear me you will be satisfied with what I say.

Mr. Needham—My friend is appearing to oppose my application, and he cannot do so.

Mr. Grist added that if a receiving order was made it could not be rescinded; the Court had no power to rescind. It was very important that a receiving order should not be made under certain circumstances where it would not be to the advantage of the creditors that a receiving order should be made; it was important in view of the fact that the order once made the Court had no power to rescind.

The Chief Justice—Supposing a creditor approaches the Official Receiver it would be the duty of the Official Receiver to oppose the receiving order if necessary; at any rate, to ask that the receiving order be not made until investigations had been made into the position which had been taken up.

Mr. Grist agreed that this was so, and when the facts were placed before his Lordship the matter remained in his hands.

The Official Receiver, replying to the Chief Justice, said that a partner in Cruz Basto was opposing the receiving order. Mr. D'Almada had not asked him to oppose, and he thought the argument against the receiving order was a very weak one.

The Chief Justice expressed the opinion that the better course would be for the parties to place the facts before the Official Receiver and for the case to be adjourned. That would give the Official Receiver an opportunity of studying what view he would take on the matter.

Mr. Needham said he understood the facts had been placed before the Official Receiver.

Mr. D'Almada—And that is the reason why I am here.

Mr. Needham—If my friend wanted to oppose this he should have given me notice.

Mr. D'Almada—I am not opposing; I am asking for an adjournment, and I am prepared to set out the facts on affidavit if your Lordship will hear me on this.

The Official Receiver—I do not think an affidavit can be put in by another creditor.

The Chief Justice—What is the nature of your objection, Mr. D'Almada?

Mr. D'Almada then explained that since August last there had been very numerous judgments given against the firm and also against certain of the partners of the firm. One of the partners, Leung Shui Kong, was a very substantial man, but he was subsequently forced into bankruptcy, and filed assets in bankruptcy at $200,000. There had been a meeting of the creditors of this particular man's bankruptcy and his friends client had filed a proof in the bankruptcy, and it was agreed by a large majority that the assets of this particular firm, for which that petition was now being made, should be sold for $150,000. That resolution was passed by a majority both in number and value and it had to be confirmed hereafter and placed before his Lordship for sanction. Therefore, his point was that if the order asked for was made that day the prospective purchaser of the assets would not purchase, or would not continue with his purchase, or he might even make a less offer, because he would necessarily realise that the assets of the firm would not be as valuable as they otherwise would have been had the receiving order not been made.

The Chief Justice said that those were matters which should have been placed before the Official Receiver.

Mr. D'Almada then remarked that the Official Receiver was in possession of the full facts concerning the case. "This application is only made to cripple the other parties," he added.

The Official Receiver—That is a very grave statement.

Mr. Needham also protested against Mr. D'Almada's statement. It was nothing of the kind, he remarked, for the petition was placed on the file a long time before that resolution was ever considered.

The Chief Justice—What have you to say with regard to what Mr. D'Almada has just said?

Mr. Needham contended that it did not affect the point in any way, and suggested that the Official Receiver might amalgamate the two bankruptcies. The Official Receiver could then deal with the two lots of creditors at the same time. He was now only able to deal with the creditors of the part.

The Chief Justice reminded Mr. D'Almada that in view of the fact that he had no *locus standi* he would not better his position by having an adjournment. The Official Receiver knew all about the matter.

Mr. D'Almada said that if an adjournment were granted the purchaser would go on with the purchase without any restriction.

The Official Receiver, replying to his Lordship, said that the question of the granting of a receiving order was not a very important one, and he was quite convinced that it would not have any bad effect. Cruz Basto & Co. had been known to be insolvent for a long time, and the Receiver was appointed in August. It was known that they had been insolvent since that date, and for Mr. D'Almada to address the Court and say that the making of a receiving order would deteriorate or decrease the value of the goodwill was really ridiculous.

Mr. D'Almada said he had instructions from the intending purchaser to say so. He also contended that if he had no *locus standi* neither had the Official Receiver, and his Lordship would be making an order on the *ex parte* statement of the petitioning creditor.

The Official Receiver held that he had *locus standi* in the same way as the Registrar at Home.

The Chief Justice also remarked that it had always been assumed in that Court that the Official Receiver had *locus standi* and that had always been acted upon.

The application for a receiving order was then granted.

A QUESTION OF PROCEDURE.

*Re* Chan Sing. The application was for a receiving order.

Mr. Mason appeared for the petitioning creditor.

The Official Receiver remarked that in that case there had been great suspicion of collusion between the petitioning creditor and the debtor. In regard to the service of the petition, a judgment was obtained against the debtor a considerable time ago and judgment was given for $4,000 and costs. A writ of execution was obtained, but debtor could not be found. The endorsement of service appeared on the petition, but there was nothing to show where service was effected. He had written to Mr. Mason asking him where service was effected, but had received no reply. When he put the question to Mr. Mason personally that morning, Mr. Mason replied that the question as to where service was effected was merely a trap for his client.

Mr. Mason—I strongly protest against such a statement; you cannot state anything which is said casually, and it is most improper of the Official Receiver to make a statement of that description.

The Chief Justice remarked that he would not accept a casual statement and inquired what had really happened.

The Official Receiver said that the petitioning creditor could not be found.

Mr. Mason pointed out that the place of service was on the file; it was 63, Des Vœux Road West. It was filed on the ordinary affidavit of service. Mr. Mason also complained that he had had no notice of the opposition to be made by the Official Receiver, as he was entitled to do, and contended that in view of the fact that the debtor could not be found that the Official Receiver must be appearing for the creditor, and as such he had no *locus standi*.

The Chief Justice—If I make the order you have got your remedy hereafter.

Subsequently the case was adjourned until next bankruptcy day.

EXAMINATION.

Li Pak came up for public examination.

Replying to Mr. Sayer, assistant Official Receiver, he explained that he had several *aliases* and the failure of the Lik Yeung firm was the cause of his failure. His liabilities were $461,000 and estimated assets $161,000. He had private property valued at $20,000, but it was already mortgaged, and the value of New Territory property was $50,000, but this was in the hands of a Chinese bank under a prohibitory order. There was $70,000 in the hands of another bank. He estimated that that there would be $50,000 available for distribution. At one time he was assistant compradore to the N.Y.K., and had also been in the same capacity on board the s.s. *Powan*.

The examination was closed.

MINOR CASES.

*Re* Hong Mow. This was an application for hearing the petition.

Mr. Agassiz, appearing for the petitioning creditor, said that the case was adjourned in order to enable the arrangements for a composition to be carried through. This had now been completed and he asked leave to withdraw the petition. It was proposed to pay 20 per cent. in all. The assets of the firm consisted almost entirely of book debts, and it was very doubtful whether they would be recovered. The liabilities were about $160,000.

The application was granted.

*Re* Cheung On Bank.

Mr. Shenton, representing the petitioning creditor, said that he had been instructed to ask for a receiving order.

This was granted.

*Re* Cheung Lo. This was an application for adjudication.

The Official Receiver explained that debtor was a clerk in the Sanitary Board with a monthly salary of $30. His liabilities were $320 and his assets *nil*. He was making monthly payments in discharge of the debt.

Granted.

*Re* Kwong Shun Tai. This was an application for a receiving order.

Mr. Goldring, on behalf of the petitioning creditor, said the liabilities were $35,000, and the assets $13,000.

Order made.

The case of Tak Kee was adjourned until next bankruptcy day. The scheme of arrangement for Fung Yuen was approved and also that of Cheong Shing.

IN SUMMARY JURISDICTION.

BEFORE THE PUISNE JUDGE, MR. H. H. J. GOMPERTZ.

A BROKER'S COMMISSION.

Lau Sui Pak, broker, *v.* Chan Li Sang. The claim was for $450, being as commission as broker agreed to be paid him by the defendant in respect of the proposed mortgage of his steamer, the *Wing On*.

Mr. Dixon (of Messrs. Wilkinson & Grist) was for plaintiff, and Mr. Hind (of Mr. G. K. Hall Brutton's office) defended.

Plaintiff said that he was introduced to defendant, who wished to have a mortgage of $30,000 arranged on the *Wing On*, carrying interest at the rate of 1.3 per cent. per month. Plaintiff agreed to introduce someone for a commission of $450, and subsequently he gave the name of a banker who was willing to lend the money. On October 6th, after a certain agreement of purchase had been made at the office of Messrs. Wilkinson & Grist, collateral security was offered in place of insurance on the boat, and defendant produced some Canton title deeds which were refused. Defendant then offered the steamship *Tung On*, which was accepted. The matter was left to the solicitors, who found, however, that both the ships were already mortgaged, and the matter fell through, and defendant received no commission.

Judgment was given for plaintiff.

NERVE TREMORS NECESSARY.

Oyager Singh *v.* G. V. Mendoza and R. V. Mendoza. The claim was for $500 money loaned.

Mr. Russ (from Mr. Gardiner's office) was for plaintiff, and Mr. G. K. Hall Brutton defended.

Plaintiff stated his case, after which G. V. Mendoza, who said that he was only sixteen years of age, explained that he had borrowed $5 from the plaintiff at a rate of interest of 50 cents per month. An I.O.U. was signed for this amount. He also signed documents for $80 and $10, and when plaintiff issued a writ he asked him to withdraw it and agreed to pay $40. Subsequently execution was issued and the $95 was paid. During this transaction he heard of the $500 being loaned.

The I.O.U.'s for this amount were put in, but defendant denied that the signatures were his or his brother's. They were similar, he agreed, but they were not written by him or his brother. He thought they were forgeries.

Mr. Brutton, replying to his Lordship, said he could not say really what ought to be done in such a case. He did not suggest for one moment that the plaintiff had forged the signatures.

His Lordship—Then who do you suggest has done it?—Oh, that I cannot say.

Mr. Russ contended that a comparison of the signatures and other documents in the case clearly showed that they were all done by one person, and if his Lordship was inclined to be against him he would ask that the handwriting should be submitted to Mr. Dovey, who had an elaborate system of identifying forgeries by means of nerve tremors.

The case was adjourned to enable this to be done.

## THE ROYAL HONGKONG GOLF CLUB.

DECEMBER CAPTAIN'S CUP AND POOL.

Played over Happy Valley December 5th, 6th and 7th:—

CUP AND POOL.

| | | | |
|---|---|---|---|
| * Mr. W. Turner | 91—18 | 73 |
| Mr. C. H. Soper | 93—15 | 78 |
| Mr. A. Ritchie | 83— 5 | 78 |
| Mr. J. Hooper | 89—10 | 79 |
| Captain Milner-Jones | 88— 8 | 80 |
| Mr. J. W. Stewart | 96—16 | 80 |
| Mr. Bulmer-Johnson | 87— 6 | 81 |
| Mr. W. J. Morrison | 98—16 | 82 |
| Captain H. C. R. Boucher | 89— 5 | 84 |
| Mr. W. B. Rigden | 102—18 | 84 |
| Engineer Com. G. W. Roome | 110—18 | 92 |

* Qualifies for Cup and Wins pool.

Pool 36 Entries.

LADIES' COMPETITION.

A Pool Competition for ladies is being arranged to be held at Happy Valley on the morning (*i.e.* up to 3 p.m.) of Monday, December 21st, the conditions being 18 holes, stroke play. Ladies who wish to play in this competition but who have not received handicaps are requested to send in two or three cards to the Hon. Secretary.

## HONGKONG FOOTBALL LEAGUE.

CLUB *v.* THE NAVY.

The following will represent the H.K.F.C. *v.* the Navy on the Club Ground on Saturday, kick-off 4 p.m.:—Jasper Clark; M. L. Railton and J. McCubbin; C. Bond, W. B. Rigden and R. F. Long; G. A. Robinson, J. Tod, J. Stalker, C. Mycock and W. V. Pennell.

## CRICKET.

CLUB *v.* CRAIGENGOWER.

The following will represent the Hongkong Cricket Club against Craigengower Cricket Club on the Hongkong Club ground to-morrow, play to commence at 2.15 p.m.:—R. Hancock (Captain), R. N. Anderson, C. A. Hooper, R. Kennedy, P. S. Leigh Bennett, M. M. Maas, E. J. R. Mitchell, T. E. Pearce, E. B. Reed, R. A. Stokes and R. P. Thursfield.

## THE HONGKONG TRAMWAY CO., LIMITED.

The following are the Company's figures for week ending 5th December:—

| | |
|---|---|
| Receipts | $ 10,133 |
| Decrease compared with corresponding week last year | $ 810 |
| Aggregate to date:— | |
| No. of weeks | 49 |
| Total | $ 547,889 |
| Increase to date | $ 28,272 |

# THE WAR.

[THROUGH REUTER'S AGENCY.]

## BRITISH SQUADRON SINKS THREE GERMAN CRUISERS.

### NAVAL ACTION IN THE SOUTH ATLANTIC.

LONDON, December 9th.
9.10 p.m.

The Official Press Bureau announces that a British Squadron under the command of Vice-Admiral Sir Frederick Sturdee, has sunk the German cruisers *Scharnhorst*, *Gniesenau* and *Leipzig* in a naval action near the Falkland Islands.

The British casualties were very few.

The action took place at 7.30 on the morning of Tuesday the 8th instant.

The German cruisers *Nurnberg* and *Dresden* made off, but are being pursued.

Two colliers accompanying the German squadron were captured.

Some survivors of the *Leipzig* and the *Gniesenau* were rescued.

[All the German ships named, except the *Dresden*, were on the China Station when the war broke out. The *Scharnhorst* was the flagship of Graf von Spee. The *Scharnhorst* and the *Gniesenau* were armoured cruisers, sister ships, of 11,500 tons displacement and a speed of 25 knots. They were armed with eight 8.2-in. and six 6.6-in. guns. The former was laid down in 1904 and the latter in 1905. The *Leipzig* was laid down in 1904. Her displacement was 3,250 tons and her main armament was ten 4-in. guns. The *Dresden* and *Nurnberg* are ships of the same class.]

## THE STRUGGLE IN FRANCE AND BELGIUM.

### ARTILLERY SUCCESSES FOR THE ALLIES.

LONDON, December 9th.
5 p.m.

To-day's Paris *communiqué* says:—

There have been artillery duels from the North Sea to Lys.

There is nothing to report from the region of Arras, to the south of which all positions won by us during the last few days have been organised and strengthened.

There was an artillery duel in the district of the Aisne, in which we had the advantage.

We enjoyed appreciable gains in the region of Argonne, owing to the activity of our artillery and infantry. Several German trenches were carried.

We progressed all along the front, except at one point, where the Germans mined one of our trenches.

Our artillery on the heights of the Meuse established complete mastery. Here also we captured several of the enemy's trenches. We progressed everywhere.

We also progressed in the wood at Le Pretre.

The enemy's attacks in the Vosges were repulsed. The enemy did not attempt seriously to attack the positions captured by us recently.

There have been obstinate German attacks against the Iloff-Lowicz-Strykoff-Lodz front (in Poland) and on the the line stretching north and south and sixteen kilometres westward of Piotrkow. These attacks have been repulsed. Nevertheless, as Lodz formed a salient point the Russians judged it necessary to evacuate it.

The Austrians appear to have received German reinforcements southward of Cracow and resumed the offensive at Neusandec.

The Servians are progressing up the valleys of Western Moravia and on the left bank of the Lig. They occupied the Leljen heights, capturing many prisoners and guns, and they are in contact with the Austrians in the region of Kosmaj.

LONDON, December 10th.
2.30 a.m.

The Paris evening official announcement says:—

There is nothing to report except the advance of our troops in front of Parvilliers and that a German attack at Tracy-le-Val has been repulsed.

[TELEGRAM FROM FRENCH GOVERNMENT THROUGH PEKING.]

On the 7th German activity was more marked in the Yser region and in the neighbourhood of Ypres.

The Germans bombarded the town of Oost Dunkerke, situated four kilometres West of Nieuport, and the district East of Ypres. The allied artillery replied with success.

A brilliant attack in the Arras region permitted the Allies to become masters of Vermelles and Rutoire. This occupation was completed by an offensive which is still progressing against the German trenches between Vermelles and the Lawasse canal, and is very important for the conduct of future operations.

French heavy artillery dispersed several gatherings of Germans.

Rheims was not bombarded by the Germans, but an enemy aviator dropped three bombs which did very little damage.

French progress continues in the Lagruerie Forest.

### KAISER STILL INDISPOSED.

LONDON, December 9th.

The Kaiser is still abed to-day, but listened to a report on the military situation.

[THROUGH REUTER'S AGENCY.]

## THE RUSSIAN OPERATIONS.

### STUBBORN FIGHTING CONTINUES.

LONDON, December 9th.
8.15 a.m.

A Petrograd official *communiqué* says:—

The fighting that developed around Prasnysz and Zicchanowa, between Warsaw and Mlawa, is not yet finished. Fighting also occurred in the Piotrkow region, where we had partial successes.

The battle begun on the 5th December to the south-east of Cracow, between Wielicza and the River Dorjuty, is developing in our favour. Our reinforcements gallantly forced the passage of the Dunajetz near Novysandec, and severely defeated the Right Wing of the German Army, which was engaged in a turning movement. We captured guns and prisoners. We continue the offensive.

LONDON, December 10th.
4.05 a.m.

An official announcement at Petrograd states:—

The fighting in the Mlawa region on the 8th inst. was less stubborn. The enemy on the left bank of the Vistula repeatedly attacked along the whole front from Iloff to Glovo under cover of darkness. The dense masses of the enemy were lit up by the searchlights of the Russians, who decimated them as they advanced. The enemy's attacks ceased at moonrise.

Desperate fighting was renewed on the 9th on the front from Lowicz to Iloff, but the enemy was unsuccessful.

There is no change in the Piotrkow region.

Stubborn fighting continues south of Cracow, both sides alternately attacking. Two Germans attempts to break the Russian line have been repulsed with heavy loss.

### ANOTHER IMPORTANT SERVIAN VICTORY.

LONDON, December 9th.

A Serbian *communiqué* announces that two Austrian Army Corps have been routed. They fled in panic. The Serbians captured 20,000 prisoners, fifty guns, and an enormous quantity of munitions.

They also recaptured the towns of Valjevo and Uzitze.

### BRITISH SUCCESS IN ASIATIC TURKEY.

#### GOOD WORK OF INDIAN TROOPS.

LONDON, December 9th.

The Press Bureau announces that the Persian Gulf Expedition, with a Naval force on armed steamers, attacked the enemy on the 5th instant on the left bank of the Tigris, opposite Kurna, at the junction of the Euphrates, driving them across the river with heavy loss, and capturing two guns and seventy prisoners.

There were four British and eight Indian casualties.

Two steamers were hit by shells.

On the 7th inst., Wasera, opposite Kurna, was taken and three guns were captured.

On the 8th inst. two Indian regiments with two mountain guns crossed the Tigris by a flying bridge of dhows, northward of Kurna, which was occupied this morning.

The late Governor of Basra, commanding the Turkish forces, surrendered unconditionally with his troops.

The casualties were four British and 160 Indians.

This smart little affair secured complete control of the region from Kurna to the sea, which is the richest part of the fertile delta.

### THE FATE OF A TRAITOR.

#### BEYERS DROWNED WHILE CROSSING A RIVER.

LONDON, December 9th.
11.40 a.m.

A telegram from Pretoria says it is officially announced that during a short engagement on the bank of the River Vaal the rebel leader Beyers, with others, endeavoured to cross the river. Beyers fell from his horse, drifted down stream, and disappeared under the water. It is believed that he was wounded in an earlier fight.

### A GERMAN CONSUL IN ENGLAND SENTENCED TO DEATH.

LONDON, December 9th.

The former German Consul at Sunderland, who was a naturalised Englishman named Ahlers, has been sentenced to death for high treason. He assisted German reservists to return to Germany on the outbreak of the war.

[TELEGRAMS FROM BRITISH FOREIGN OFFICE.]

#### FRENCH AIRMEN ACTIVE.

LONDON, December 9th.

It is reported that French aviators have dropped bombs on airship sheds at Frieburg, Alsace.

#### ROUNDING UP THE REBELS IN SOUTH AFRICA.

Despatches from South Africa show the results of the operations in the Free State directed by General Botha. As yet 820 rebels have been captured, although the Government movements were hampered by thick fog and heavy rain. The spirit of the rebels is crushed, and General Botha has left to take charge of operations against German South-West Africa.

#### SWEDISH SHIPS BLOWN UP BY GERMAN MINES.

Three Swedish ships have been blown up by German mines off the coast of Finland.

#### TWO INDIAN SOLDIERS AWARDED THE VICTORIA CROSS.

The Victoria Cross has been awarded to two Indian soldiers.

[THROUGH REUTER'S AGENCY.]

### JAPAN AND KIAOCHOW.

TOKIO, December 9th.

Baron Kato, Minister of Foreign Affairs, replying to a question in the Diet, explained that when Japan in her ultimatum to Germany spoke of restoring Kiaochow to China she did so in order to secure the peace of the Orient.

## THE EMPIRE OF THE WORLD.

### MR. CHOATE ON GERMAN AMBITION.

By the courtesy of Messrs. Charles Scribners' Sons, the well-known American publishers, and of Mr. John Murray, *The Times* has been enabled to give the following extracts from an introduction written by Mr. Joseph H. Choate, the former Ambassador of the United States in London, and one of the most prominent public men of America, to the American edition of the late Professor Cramb's work on Germany. This preface will be incorporated by Mr. John Murray in the new English edition of the book which is now in the press:—

This little book is one that every American should read, beause it is not only a gem in itself, and worthy to be placed among English classics for its clearness of thought and expression, its restrained eloquence and its broad historical knowledge, but because it explains very lucidly not the occasion, but the cause (the deep-seated cause) of the present war.

The occasion, so greedily seized upon by Germany, was the refusal of Serbia to yield to the impossible ultimatum of Austria. Austria and Serbia, and the loudly proclaimed racial conflict between Slav and Serb, have already vanished from the scene and are of little account now. The real cause, as shown by Professor Cramb, is the intense hatred of Germany for England, and her lofty ambition to establish a world empire upon the ruins of the British Empire.

Since the days of Frederick the Great, while England, largely by force of arms, has been extending her imperial power all over the world, so that, as justly described by Webster, she had become "a power which has dotted over the surface of the whole globe with her possessions and military posts; whose morning drum-beat, following the sun and keeping company with the hours, circles the earth with one continuous and unbroken strain of the martial airs of England," Germany has remained cooped up within her narrow boundaries, with inadequate access to the sea, and without room for her rapidly increasing population. "England's mere existence as an Empire has become a continuous aggression" to Germany, and her proud claim to be mistress of the seas a perpetual affront.

AN INLAND EMPIRE.

Meanwhile Prussia, under the lead of the Hohenzollerns, has become the master of all Germany, and, simultaneously with the humiliation of France in 1870, established the German Empire, which, however, still remains an inland empire. But all the while she has been building up, quietly but steadily, her naval and military power, so as to be ready when the hour should strike, and has succeeded in creating, in her army, a military machine of boundless numbers and of almost invincible power, to cope with and to crush, if possible, the combined forces of all the other nations of Europe.

Long ago Prussia had established intellectual dominion over the whole of Germany, the influence of which extended among all nations. In this intellectual progress Germany has rendered vast services and maintained a leadership "in all the phases and departments of human life and energy, in religion, poetry, science, art, politics, and social endeavour."

Step by step with this wonderful development Germany has cherished what Professor Cramb designates as "a dream of world dominion," not simply of a material dominion, but of a spiritual one, which shall make the German mind, the German genius, and the German character prevail over all the world. To this end her poets, her orators, her historians, her publicists and politicians, have been for the last 40 years perpetually drilling into the minds and hearts of the German people, of all classes from the Kaiser to the peasant, the duty and the necessity of achieving this lofty and mighty ambition for their great country. And they have been biding their time, silently, patiently, conscientiously, to accomplish it when the opportunity should come.

AN INSUPERABLE OBSTACLE.

But there was, and is, one insuperable obstacle in the way of this magnificent dream of a future world empire for Germany, and that is the accomplished, existing, actual world empire of Great Britain, of which England is the heart; and unless this obstacle can be removed, so that it shall never stand in the way again, the grand ideal of Germany's future can never be realized.

If this be a true presentation of the contest now existing, as I believe it to be, it is truly an imperial contest between the German Empire of the future, that is to be won only by war, and this British Empire, whose chief interest now and in all the future is peace throughout the world. It is a life and death struggle between two mighty Powers, each entitled to the respect and admiration of the onlooking world.

In the last 20 years there appear to have grown up in the German mind certain ideas about England, which have no foundation in truth and which are now being tested, with a startling surprise to Germany: that the British Empire is ready to fall to pieces of its own weight and of its own age; that England, having tasted the sweets of empire, is destined to give way and Germany to have its turn; that the individual Englishman is degenerate and effeminate, softened by luxury and indulgence, and is no longer a fighter.

Thus it appears that the terrible contest is maintained on both sides, not only with equal valour and with equal vigour, but with equal conscientiousness and equally lofty motives, although the object of one is to destroy and of the other to create. The world looks on with divided sympathies, and with hope or doubt as to the result, according to such sympathies. Germany has many enemies, but England is "the enemy of enemies," the only one that counts now; and so England has many enemies, but Germany to-day is all in all among them.

ARMIES FROM BEYOND THE SEAS.

The actual conflict has gone far enough, one would think, to disabuse Germany of some of its ideas about England. Instead of her Empire being ready to fall to pieces by the dropping off of her Colonies, armies are marching to her aid from all her dominions beyond the seas, apparently ready to fight for her life with as ardent patriotism as the regular British soldier; and instead of any flinching or holding back on the part of the individual Englishman, they are all, to a man, rushing to the support of the colours, or already engaged in the terrible conflict on the Aisne and the Marne with a courage worthy of the field of Agincourt.

Whereas Germany was led to believe that the race of the days of Cromwell and of Milton had passed away with them, it now reappears upon the scene with all its ancient courage and virtue.

There is no disguising the fact that the sympathies and hopes of the great mass of English-speaking people everywhere are with England and her allies now, although America is still a warm and faithful friend of both these great nations, and pledged to absolute neutrality.

Germany, by its gross and admitted violation of all treaties in its hostile entrance upon Belgian soil, was first in the field—but England had had full warning of what the nature of the coming contest would be, to which her Government and people might well have given more instant and constant heed. As Professor Cramb shows, at that great meeting in Albert Hall in 1900 Lord Salisbury, then the greatest of her statesmen, gave the solemn warning to his people "in his appeal to Englishmen to arm and prepare themselves for war, for a war which may be on them at any hour, a war for their very existence as a nation and as a race." And Lord Roberts, the greatest of her living soldiers to-day, has continually repeated the same admonition for the past eight years. The confident expectation of Englishmen that the British Navy would always be her all-sufficient safeguard has failed, but the obstinate valour of her soldiers is nobly supplying the default.

America may well be grateful to Professor Cramb, whose untimely death preceded the commencement of the war, for his thrilling explanation of its origin and cause, and we have much to learn from his serious and forceful warning. As he very clearly explains, what is now going on is a contest for the empire of the world, and we have no use for empire. But if we really wish for peace against all hazards, we must ever strengthen our Navy, and train every youth in the Republic, as he approaches manhood, to such extent as shall qualify him to be converted into an efficient soldier at the shortest notice. Whenever war has come upon us in the past, we have never been prepared for it. That this may never happen again is my earnest hope, as a lifelong lover of peace.

JOSEPH H. CHOATE.

Stockbridge, October 8th, 1914.


## INTIMATIONS

# CALDBECK, MACGREGOR & Co.

(ESTABLISHED 1864.)

SOLE AGENTS FOR

# FALCON LAGER BEER

GOOD

CHEAP

NOT "MADE IN GERMANY."

SAMPLES FREE.

WHY NOT TRY IT?

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## NEW ADVERTISEMENTS

### MACAO GOVERNMENT.

TENDERS will be accepted by the Port Administrative Board of Macao, till 3rd February, 1915, at 3 P.M., for the supply of a DREDGER and TWO STEAM LIGHTERS. Specifications can be called for telegraphically.
Macao, 7th December, 1914. [1442

### TO LET.

NO. 30, MOUNTAIN VIEW, PEAK.
Apply—
DENNYS & BOWLEY.
Hongkong, 11th December, 1914. [1443

### NOTICE.

MESSRS. SANG LEE & Co., Builders and Contractors, regret to inform their Customers that one of their Managing Partners, MR. U TIN SAM (余田三) died on the 1st instant. The Business will be carried on as usual by the continuing Partners, who have authorised MR. LAM LAU (林柳), and MR. U TSAN (余樑), each of them, to Sign all letters and communications on behalf of the Firm.
SANG LEE & Co.,
59, Des Vœux Road Central
(First Floor).
Hongkong, 4th December, 1914. [1417

### WANTED.

POSITION by BRITISHER in Hongkong or Outport for about three months from 1st January. 1915. Advertiser has had a long experience in the Far East and has a thorough knowledge of Shipping, Fire Insurance and Bookkeeping. Moderate Salary acceptable.
Please apply to—
"X. Y. Z.,"
Care of "Daily Press" Office.
Hongkong, 10th December, 1914. [1439

### HONGKONG CLUB

### NOTICE.

THE position of COMPRADORE to the above Club will become Vacant Shortly.
Applications for same should be made to the Undersigned.
JAMES CRAIK,
Secretary.
Hongkong, 28th November, 1914. [1399

### NEW HAIR DRESSING SALOON.

No. 16, QUEEN'S ROAD CENTRAL
(Opposite HONGKONG HOTEL BUILDING).

FOR LADIES AND GENTLEMEN.

NOMURA BROS., Proprietors of the Peak Hotel Hair Dressing Saloon, beg to announce that they have Opened A NEW HAIR DRESSING SALOON at the above address and respectfully solicit the patronage of the Public.
The Saloon is fitted on the most approved sanitary principles. There is a separate entrance for Ladies.
Electric and Japanese Massage undertaken. Toupets made from fallen hair by Experts, and Toilet Goods are sold at both Establishments.
Cheap Tickets issued at the two Saloons are available for work done at either.
Hongkong, 9th December, 1914. [1434

### FRENCH LESSONS

G. MOUSSION,
15, MORRISON HILL ROAD.
[176

### TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.
Address— NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 30th July, 1914. [932

COME AND INSPECT OUR
### GRAND BAZAAR OF TOYS
AND
### CHRISTMAS GOODS.
The Cheapest in the Colony.

### GRACA & CO..
Hongkong Hotel Building, Pedder Street, and No. 11a, Caine Road.
[1204

### YEW LEE.

AH CHEONG AND L. HANSEN.

STEVEDORES, SHIP-CHANDLERS and COMPRADORES,
15, LEE YUEN STREET, WEST.
Telephone No. 1230.
Hongkong, 27th October, 1914. [1295

### SINGON & CO.
ESTABLISHED A.D. 1920.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry-Coke Importers, General Storekeepers and Shipchandlers,—Nos. 35 and 37, HING LOONG STREET 2nd St. West of Central Market).
Telephone No. 515. [45

## TO LET

### TO LET.

NO. 168, THE PEAK, "THE KENNELS."
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st December, 1914. [1231

### TO LET.

NO. 2, OBSERVATORY VILLAS, Kowloon. Tennis Court.
Apply—
ARRATOON V. APCAR & Co.
Hongkong, 10th December, 1914. [1440

### TO LET—FULLY FURNISHED.

NO. 5, MORRISON HILL. Immediate Possession.
Apply—
HARRY WICKING & Co.
Hongkong, 29th October, 1914. [1303

### TO BE LET.

FIRST FLOOR of 11, Queen's Road Central, from 1st March next, now occupied by the Telephone Company.
Apply to—
THE MERCANTILE BANK OF INDIA, LTD.
Hongkong, 9th December, 1914. [1433

### TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.
1, HILL SIDE, 110, THE PEAK.
GODOWNS, New Praya, Kennedy Town.
GODOWNS, at Wanchai Road.
Apply, etc.,
THE HONGKONG LAND INVESTMENT AND AGENCY Co., LTD.
Hongkong, 1st December, 1914. [1061

### TO LET.

"HOLYROOD," Kowloon, facing Lyeemun Pass, SIX ROOMS, enclosed Verandahs, share of Tennis Court.
Apply— A. RITCHIE,
Care of Messrs. DODWELL & Co., LTD.
Hongkong, 8th December, 1914. [1431

### TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES and ROOMS. Including a Fine Commodious Suite.
Apply— SECRETARY,
A. S. WATSON & Co., LTD.
Hongkong, 23rd October, 1914. [923

### TO LET.

FLATS in Humphrey's Buildings and Nathan Road, Kowloon.

SIX-ROOMED HOUSE in Minden Row.

FOUR-ROOMED HOUSES at Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 12th November, 1914. [1345

### TO LET.

OFFICES in Hotel Mansions.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 6th November, 1914. [1329

### TO LET.

NO. 19, BELILIOS TERRACE.

"KIRKENDOA" Furnished, No. 122, Plantation Road, Peak.
"BEACONSFIELD," Battery Path.
No. 59, THE PEAK (6 CAMERON VILLAS)
Small Bungalow adjoining "GLENSHIEL," Barker Road, Peak.
Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 30th October, 1914. [1174

### TO LET.

RAVENSHILL WEST, No. 3, Park Road, Tennis Court.
Apply to—
DEACON, LOOKER, DEACON & HARSTON,
Hongkong, 29th October, 1914. [1305

### TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE, Furnished.
Apply— H. E. POLLOCK,
5, Queen's Road.
Hongkong, 3rd December, 1914. [1412

### QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.
GODOWN, No. 9, Ice House Street.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st December, 1914. [838

### TO LET.

NO. 5, CONDUIT ROAD—Repaired, Repainted and thoroughly Renovated. Complete installation of Electric Lights, including Fittings. Can be occupied immediately.
RICHMOND HOUSE, 11, Robinson Road—Now under repair. Can be renovated and repainted to suit tenant's taste. Garden and Tennis Court.
For further particulars apply to:—
H. M. H. NEMAZEE,
10, Des Vœux Road.
Hongkong, 3rd November, 1914. [1319

### TO LET.

NO. 9, MOUNTAIN VIEW, PEAK.

21, CONNAUGHT ROAD CENTRAL. Nos. 15, 16 and 17, SHOPS, (Connaught Road).
Apply to—
M. J. D. STEPHENS,
18, Bank Buildings.
Hongkong, 27th November, 1914. [1254

## INTIMATIONS

# LANE, CRAWFORD & Co.

JUSTRUNPACKED:

## AXMINSTER PARQUET CARPETS.

WOVEN IN ONE PIECE WITHOUT SEAM.

## EXCLUSIVE DESIGNS

IN THE NEWEST SHADES.

ALL READY TO LAY.

3½ by 4. 3½ by 4½. 4 by 4½. 4 by 5 Yards.

From **$70** to **$130**

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## LANE, CRAWFORD & CO.

## REMINGTON JUNIOR.

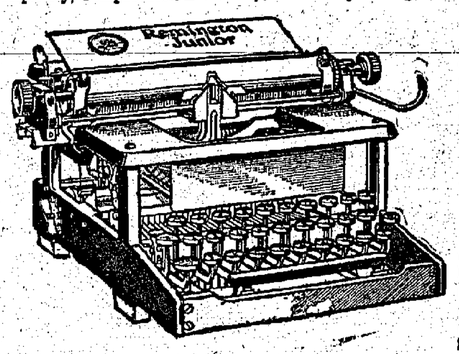
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### "THE REMINGTON JUNIOR."

PORTABLE TYPEWRITER FOR TRAVELLERS, SMALL RETAILERS, DOCTORS, CLERGYMEN, AND OTHER PROFESSIONAL MEN, ETC., ETC.

SPECIAL FEATURES:

Simplicity, Compactness, Durability, Portability. Weight 16 lbs., in leather travelling case 21 lbs.




The Remington "JUNIOR" is a Typewriter of true Remington quality, but is smaller, lighter and more compact and portable than the Standard Remington Model. It embodies the latest Remington ideas in Remington construction, visible writing, back spacer, automatic ribbon movement, improved paper feed, and release, etc., etc.

It is swift and easy, does beautiful work and is so simple in construction that its skilled operation is quickly learned by anybody. No lessons needed. Though just as well made as any of the regular models, its price is only about half of the Standard Models.

It is built for the non-user, for the immense army of people who need a Typewriter and have always needed one, but who would not get the Standard Models because their requirements are different. In one word, it is built for people who will operate their own Machine.

For further particulars, catalogues, etc., apply—

REMINGTON TYPEWRITER CO.
(INCORPORATED), NEW YORK.
HONGKONG AGENCY, QUEEN'S BUILDINGS.
Hongkong, 30th November, 1914. [1398

### TO LET.

A HOUSE in Knutsford Terrace, Kowloon.
Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 4th December, 1914. [1419

### TO LET.

OFFICES in ST. GEORGE'S BUILDING, Second Floor, Overlooking Harbour, immediate possession.
Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [1087

### INTERNATIONAL BANKING CORPORATION

HEAD OFFICE: Wall Street, New York.
LONDON OFFICE: Bishopsgate, E.C.

BRANCHES:

| | |
|---|---|
| Bombay. | London. |
| Calcutta. | Manila. |
| Canton. | Panama. |
| Cebu. | Peking. |
| Colon. | San Francisco. |
| Hank w. | Shanghai. |
| Hongkong. | Singapore. |
| Kobe. | Yokohama. |

CAPITAL PAID-UP (U.S. Gold) $3,250,000
RESERVE FUNDS ..... 4,060,000
(Gold) $7,310,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.
N. S. MARSHALL,
Manager
9, Queen's Road,
Hongkong, 22nd October, 1914. [959

## BANKS

THE
### BANK OF CHINA.
GOVERNMENT BANK.

(SPECIALLY AUTHORISED BY PRESIDENTIAL MANDATE OF 15TH APRIL, 1913.)

Authorised Capital ..... $60,000,000.
Paid-up Capital ..... $10,000,000.

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES:

SHANGHAI; NANKING: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatung, Tsinkiangpo, Soochow. HANKOW: Shashi, Ichang, Nanchang. TIENTSIN: Paoting, Tongshan, Luanhsien, Tsanghsien, Hsingtai. HANGCHOW: Wenchow, Shaohsin, Chiahsin, Lanchi, Huchow, Ningpo. KAIFENG: Changteh, Sinyang, Loho, Chowkeu. TSINAN: Chowtsun, Tunhsieu, Linchi, Lintsing, Tsinien, Yihtuh, Huiming, Chefoo, Tsingtao. TAIYUAN: Yuncheng. FOOCHOW. CHANGCHUN: Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Antung. CANTON. KUEIYANG. PEKING: Kueihua, Suiyuancheng, etc., etc.

CANTON BRANCH:

Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home exchange.

Hongkong, 13th October, 1914. [1343

## BANKS

### NEDERLANDSCH-INDISCH HANDELSBAN
(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 19,907,900 (£1,659,000)
Reserve Fund ..... Fl. 7,765,500 ( £647,125)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK.
SWISS BANKVEREIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.
G. A. DUNLOP, Manager,
No. 8, Des Vœux Road Central.
Hongkong, 17th November, 1914. [21

### THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed ... ... Yen 10,000,000
Capital Paid-up ... ... „ 8,750,000
Reserve Funds ... ... ... „ 3,780,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES.

| | | |
|---|---|---|
| Amoy | Kiukiang | Shanghai |
| Batavia | Kobe | Singapore |
| Bombay | London | Swatow |
| Calcutta | Manila | Taichu |
| Canton | Moji | Tainan |
| Dairen | Nagasaki | Takow |
| Foochow | Newchwang | Tamsui |
| Hongkong | New York | Tokyo |
| Kagi | Osaka | Yokohama |
| Keelung | San Francisco | Etc. |

HONGKONG OFFICE.
3, DES VŒUX ROAD.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.
K. TSUDZURABARA, Manager.
Hongkong, 10th October, 1914. [1311

### HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... ... ... $15,000,000
Reserve Funds:—
Sterling
£1,500,000 at 2/- —$15,000,000
Silver... ... ... ... $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS.
Hon. Mr. D. LANDALE—Chairman.
W. L. PATTENDEN, Esq.—Deputy Chairman.
S. H. Dodwell, Esq. | P. H. Holyoak, Esq.
G. T. M. Edkins, Esq. | J. A. Plummer, Esq.
C. S. Gubbay, Esq. | Hon. Mr. E. Shellim

CHIEF MANAGER:
Hongkong—N. J. STABB.

MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of five per cent. per annum on the Daily Balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.
N. J. STABB,
Chief Manager.
Hongkong, 11th November, 1914. [15

### THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital ... ... ...£1,500,000
Subscribed „ ... ... ... 1,125,000
Paid-up „ ... ... ... 562,500
Reserve Fund ... ... ... ... 465,000

BANKERS:
BANK OF ENGLAND,
and
LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.
INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
A. B. LINTON,
Manager.
Hongkong, 10th July 1912. [149

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital... ... ... ... £1,200,000
Reserve Fund ... ... ... ... £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
WM. DICKSON,
Manager.
Hongkong, 8th June, 1914. [1494

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthy Balances at 3½ per cent. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 2nd November, 1914. [16

## NOTICES TO CONSIGNEES

### "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLARIG,"
FROM LEITH, MIDDLESBRO', LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 12th inst. will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 19th inst., or they will not be recognised.
All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 A.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 7th December, 1914. [1432

### NOTICE TO CONSIGNEES.

P.M. S.S. "PERSIA."
FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills-of-Lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at Consignees' risk and expense.
Cargo remaining on board THURSDAY, 10th Dec., at NOON, will be subject to landing charges, and if undelivered MONDAY, 14th Dec., at 5 P.M., will be subject to both landing and storage charges.
No Fire Insurance whatever will be effected.
All chafed and otherwise damaged Cargo will be examined at the above Company's Godown SATURDAY, 12th Dec., at 10 A.M.
No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.
All Claims must be filed on or before 8th Jan., otherwise they will not be recognized.
R. C. MORTON,
Agent.
Hongkong, 8th December, 1914. [32

### NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"MALTA,"
Arrived Hongkong on 7th Dec., 1914,
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
This vessel brings on Cargo:—
From London, &c., ex s.s. "Khiva" and "Meres."
From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, 7th December, 1914. [2

### EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Motor-ship
"TONGKING,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.
No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 15th inst. will be subject to rent.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 14th inst., at 10 A.M.
All Claims must reach us before the 22nd inst., or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the Undersigned.
THORESEN & Co.,
Agents.
Hongkong, 8th December, 1914 [1436

### 中外新聞 香港

CHUNG NGOI SAN PO
(Chinese *Daily Press*),

PUBLISHED DAILY

is the oldest and still immeasurably the best Advertising medium among the Native Community.
Established for over FIFTY YEARS
Circulates largely throughout Southern China Indo-China etc
Terms for Advertising (Translation free) can be obtained at the Office, 10A, Des Vœux Road Central, Hongkong, 131, Fleet Street, London or from the different Agents.
Documents translated from or into Classical or Colloquial Chinese.

Cutler Palmer & Co.
The Wine Merchants of the East

NAPIER - JOHNSTONE'S

"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.
[63

No Household

can be really happy if any of its members are ailing. Sound health in a family is a boon priceless beyond words, and without it, success and felicity are practically impossible. Much illness is positively unnecessary and is occasioned chiefly by neglect. Much anxiety given on this account to near and dear ones is, therefore, avoidable. It is of the utmost importance that a reliable remedy should always be at hand to relieve the earliest symptoms of indisposition. Beecham's Pills are an excellent household medicine—safe to take and sure in their curative results. No home

Should Be Without

them. They exercise a beneficial effect upon the liver, stomach, kidneys and bowels. They give speedy relief, and, in time, they remove, most of the ailments connected with these important organs. Attacks of biliousness, constipation, flatulence, headache, dyspepsia and other disorders of the digestive system are speedily dispelled by

BEECHAM'S PILLS.

There is yet another point that you should mark on the tablet of your memory. Beecham's Pills, in addition to their acknowledged value in kidney, liver, and stomach disorders, have a specially beneficial effect in such ailments as are peculiar to women, many of whom endure needless pain and ill-health through ignorance of this important fact.

Sold everywhere in boxes,
price 9½d (36 pills) 1/1½ (56 pills) & 2/9 (168 pills).
155-3

CHAPOTEAUT'S
MORRHUOL



Superior to Emulsions or Cod Liver oil.

Each tiny Morrhuol capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.

*Sold in bottles of 100 Capsules.*
*Sold by all Chemists.*
123-6

THE NEW FRENCH REMEDY.
THERAPION No. 1
CURES DISCHARGES, EITHER SEX, WITHOUT INJECTIONS.
THERAPION No. 2
CURES BLOOD POISON, BAD LEGS, SKIN ERUPTIONS.
THERAPION No. 3
CURES CHRONIC WEAKNESSES, DRAINS, LOST VIGOR, &C.
SOLD BY LEADING CHEMISTS. PRICE IN ENGLAND, 2/9.
SEND STAMP AND ADDRESS ENVELOPE FOR FREE BOOK TO DR. LE CLERC MED. CO., HAVERSTOCK RD., HAMPSTEAD, LONDON, TRY NEW DRAGEE (TASTELESS) FORM OF THERAPION — EASY-TO-TAKE, SAFE AND LASTING CURE.
A CURE FOR YOU
SEE THAT TRADE MARKED WORD 'THERAPION' IS ON BRIT. GOVT. STAMP AFFIXED TO ALL GENUINE PACKETS.
INSIST ON HAVING THERAPION.

ON SALE.

A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY
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## COMPANY REPORT.

### RAUB AUSTRALIAN GOLD MINING COMPANY, LIMITED.

Following is the annual report of this Company:—

The directors herewith present the balance sheet and profit and loss account for the year ending 31st March, 1914, the Singapore accounts incorporated therein being closed on the 28th February, 1914.

Mr. W. H. Martin, the late general manager of the Company, has during the year paid a visit to Raub, and is going into all mining matters with a view of instituting whatever improvements are possible. The usuall copy of the manager's annual report has been forwarded to each shareholder, and which contains detailed information of mining operations at Raub during the period under review.

In accordance with the Articles of Association, all the directors:—Messrs. De Burgh Persse, Robert Philp, George Frederick Scott, James Forsyth, and William Villiers Brown, and the auditor, T. A. Bond—retire, but are eligible for re-election, and offer themselves accordingly.

It will devolve upon the meeting to elect directors and auditor, and to fix the remuneration of the directors and auditor.

ROBERT PHILP,
Chairman.

Brisbane, 5th August, 1914.

BALANCE SHEET FOR YEAR ENDING 31ST MARCH, 1914.
(Incorporating Singapore Balance to 28th February, 1914.)

| LIABILITIES. | £ | s. | d. |
|---|---|---|---|
| Capital—200,000 Shares at £1 | 200,000 | 0 | 0 |
| Reserve | 4,873 | 10 | 10 |
| Government of the Federated Malay States | 3,025 | 7 | 6 |
| Sundry Creditors | 552 | 8 | 8 |
| Unclaimed Dividends No. 13... | 95 | 13 | 10 |
| Profit and Loss | 4,049 | 9 | 9 |
| | £212,596 | 10 | 7 |

| ASSETS. | £ | s. | d. |
|---|---|---|---|
| Mining Property | 131,684 | 17 | 6 |
| Machinery, Plant, Buildings, Furniture and Stores | 35,861 | 18 | 9 |
| Electric Plant and Installation | 10,948 | 15 | 8 |
| Main Shaft and Plant | 12,097 | 10 | 1 |
| Value of Balance of Proceeds 216-217th Crushings | 256 | 18 | 8 |
| Cash Balances at Brisbane, Singapore and Raub | 15,598 | 0 | 7 |
| Sundry Debtors | 238 | 9 | 4 |
| | £212,596 | 10 | 7 |

PROFIT AND LOSS ACCOUNT.

Dr.

| 1914:— | £ | s. | d. |
|---|---|---|---|
| To Directors' and Auditor's Fees, Salaries and Charges (Brisbane) | 565 | 12 | 6 |
| To Wages and Expenses at Raub, including cost of Singapore Office and Directors' Fees | 38,057 | 11 | 11 |
| To Amounts written off for Depreciation and Cost of Up-keep of Machinery and Plant, Electrical Plant and Installation, Buildings, Furniture, also Consumption of Tools, Implements, Stores, Timber and Fuel | 11,252 | 3 | 2 |
| To Balance | 4,049 | 9 | 9 |
| | £53,924 | 17 | 4 |

Cr.

| 1913—April 1st:— | | | |
|---|---|---|---|
| By Balance | 6,618 | 1 | 4 |
| 1914—March 31st:— By Gold Account—Net Proceeds of 14,236ozs., from 103,529 tons, after Payment of Cost of Transit, Insurance, etc. | 47,306 | 16 | 0 |
| | £53,924 | 17 | 4 |

I have examined the books and accounts of the Raub Australian Gold Mining Co., Ltd., as kept in Brisbane for the twelve months ending the 31st March, 1914, in which are incorporated the Singapore accounts to 28th February, 1914, audited by the local auditor at Singapore, whose certificate I have accepted. I certify that, in my opinion, the balance sheet is a full and fair one, containing the required particulars, properly drawn up so as to exhibit a true and correct view of the Company's affairs as shown by the books.

T. A. BOND, F.I.A.Q., Auditor.
ROBERT PHILP, Chairman.
CHAS. A. CLARKE & SON, Secretaries,
293, Queen Street.

Brisbane, 20th July, 1914.

## HONGKONG VOLUNTEER CORPS.

ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D.

MUSKETRY (STANDARD TEST).

1.—The undermentioned Sections will fire Part II. of the Musketry Course as follows:—

No. 1 Section Artillery Battery 2 p.m., Saturday, 12th inst.
No. 2 Section Artillery Battery 9 a.m., Sunday, 13th inst.

The undermentioned members need not attend to fire on Saturday, 12th inst., as they will fire the regular course later in the season:—

Sergt. Bradbury, Corpl. Manuk and Bombr. Farrell.

O.Cs. Sections will see that sufficient N.C.Os. attend to assist the Instructor in marking, etc.

Officer in charge of Butts, Saturday, 12th, Lieut. J. D. Danby.
Officer in charge of Butts, Sunday, 13th, Lieut. H. W. Kennett.

OFFICERS' TRAINING.

2.—The Course of Instruction for Officers will take place in the Officers' Mess on Tuesday and Thursday, at 6.15 p.m., commencing on Thursday, 17th December, when the lecture will be on Musketry Regulations, Part I. The subject of each lecture will be notified in Orders some days previously.

PARADES.

3.—Parades for Friday, 11th, Saturday, 12th, and Sunday, 13th inst., *ad.*

4.—To-furnish Guard to-night: No. 2 Section Artillery Battery.

Orderly Sergeant to-night: Corpl. Young.

A. CHAPMAN, Lieut.-Col.,
Commandant, H.K.V.C.

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TELEPHONE 346.

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TEL. 636.

Hongkong, 30th November, 1914. [1397

## CLOSING THE NORTH SEA.

THE BRITISH WARNING TO NEUTRAL SHIPS.

Following is the full statement issued by the Press Bureau on November 2nd:—

The Secretary of the Admiralty makes the following announcement:—

During the last week the Germans have scattered mines indiscriminately in the open sea on the main trade route from America to Liverpool, *viâ* the north of Ireland.

Peaceful merchant ships have already been blown up with loss of life by this agency. The White Star liner *Olympic* escaped disaster by pure good luck.

But for the warnings given by British cruisers other British and neutral merchant and passenger vessels would have been destroyed.

These mines cannot have been laid by any German ship of war. They have been laid by some merchant vessels flying a neutral flag, which has come along the trade route as if for the purposes of peaceful commerce and, while profiting to the full by the immunity enjoyed by neutral merchant ships, has wantonly and recklessly endangered the lives of all who travel on the sea, regardless of whether they are friend or foe, civilian or military in character.

Mine-laying under a neutral flag and reconnaissance conducted by trawlers, hospital ships, and neutral vessels are the ordinary features of German naval warfare. In these circumstances, having regard to the great interests entrusted to the British Navy, to the safety of peaceful commerce on the high seas, and to the maintenance within the limits of international law of trade between neutral countries, the Admiralty feel it necessary to adopt exceptional measures appropriate to the novel conditions under which this war is being waged.

They therefore give notice that the whole of the North Sea must be considered a military area.

Within this area merchant shipping of all kinds, traders of all countries, fishing craft, and all other vessels, will be exposed to the gravest dangers from mines which it has been necessary to lay, and from warships searching vigilantly by night and day for suspicious craft.

A WARNING.

All merchant and fishing vessels of every description are hereby warned of the dangers they encounter by entering this area except in strict accordance with Admiralty directions.

Every effort will be made to convey this warning to neutral countries and to vessels on the sea, but from November 5th onwards the Admiralty announce that all ships passing a line drawn from the northern point of the Hebrides through the Faroe Islands to Iceland, do so at their own peril.

Ships of all countries wishing to trade to and from Norway, the Baltic, Denmark, and Holland are advised to come, if inward bound, by the English Channel and the Straits of Dover. There they will be given sailing directions which will pass them safely, so far as Great Britain is concerned, up the east coast of England to Farne Island, whence a safe route will, if possible, be given to Lindesnaes Lighthouse. From this point they should turn north or south, according to their destination, keeping as near the coast as possible.

The converse applies to vessels outward bound.

By strict adherence to these routes the commerce of all countries will be able to reach its destination in safety, so far as Great Britain is concerned, but any straying even for a few miles from the course thus indicated may be followed by fatal consequences.

## THE DOVE.

Herr Dr. Lasson, Professor of Philosophy at the University of Berlin, is, we suppose, a learned, though, possibly, not a very intelligent, person. He is, at any rate, a very clumsy one. He has addressed two letters to a friend in Amsterdam which will, surely, afford much thought to the Dutch people. Holland, he says, is a mere appendage of Germany. "living a comfortable existence in dressing-gown and slippers" at German expense. "No one," he exclaims, "can remain neutral to the German State and people. Either you consider it as the most perfect creation which history has produced up to now, or you acquiesce in its destruction, nay, in its extermination." At the end of this truculent rodomontade, he naively confesses that Germany has not a friend anywhere. Her efficiency and moral superiority have estranged the world from her.



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| TJIMANOEK | SHANGHAI | First half of Dec. | JAVA | First half of Dec. |
| TJITAROEM | JAVA | First half of Dec. | | |
| TJIBODAS... | JAPAN | First half of Dec. | JAVA | First half of Dec. |
| TJIREMBANG | JAVA | Second half of Dec. | SHANGHAI | First half of Jan. |
| TJIPANAS... | JAVA | Second half of Dec. | JAPAN | First half of Jan. |
| TJIKINI ... | SHANGHAI | Second half of Dec. | JAVA | First half of Jan. |
| TJILIWONG | JAPAN | First half of Jan. | JAVA | First half of Jan. |

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JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor. Telephone No. 1574.
Hongkong, 30th November, 1914 [13

The Professor claims that humanity, gentleness, conscientiousness, Christianity are the distinguishing marks of Germany. "In a world of wickedness," he quotes, "we represent the Love which is of Heaven, and God is with us." The humanity and gentleness of the Germans has manifested itself, so we learn to-day, in spreading a mine-field without notice right in the track of innocent merchantmen, British and neutral, coming round the north of Ireland. The Dutch, to whom the Professor's homily is addressed, will doubtless take note of the carefulness displayed by their protectors for their shipping. German conscientiousness, again, manifests itself by dressing its soldiers in Belgian uniforms and shooting down their enemies under this disguise. We are only "sportsmen," of course, and lack "seriousness." But our logical faculty is unequal to the task of distinguishing—except to its disadvantage—between this act and the acts of the *francs-tireurs* whose deeds are pleaded by the Germans in justification for the bath of blood into which Belgium has been plunged. Countless other atrocities with which the world is ringing prove that Germany does indeed "represent the Love of Heaven." Our soldiers in the trenches hear nightly the murmour of the Germans' evening prayer. They pray to the God whom they have abandoned as a Guide but would fain make an accomplice. The Professor once more makes Divine Philosophy "procuress to the Lords of Hell."—*Pall Mall Gazette.*

## SHIPPING

### ARRIVALS.

AJAX, British str., 7,039, R. Cumming, 10th December—Singapore 4th December, General.—Butterfield & Swire.

ALBIANA, British str., 2,297, Wm. Dunbar, 10th December—Chingwantao 4th December, Coals.—Dodwell & Co.

ESANG, British str., 1,127, Baker, 10th December—Tientsin 1st December, General.—Jardine, Matheson & Co.

KUNAJIRI MARU, Japanese str., 2,763, N. Lauts, 9th December—Moji 3rd December, Coal.—Mitsui Bussan Kaisha.

PHEUMPENH, British str., 1,359, C. W. Bird, 10th December—Saigon 7th December, Rice.—Chinese.

TIMIZA MARU, Japanese str., 2,946, Y. Kuchiki, 10th December—Japan, Coal.—Order.

TJIBODAS, Dutch str., 7,000, Kroes, 10th December—Kobe 3rd December, General.—Java-China-Japan Lijn.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

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THE Steamship

"MALTA,"

Captain G.W.Cockman, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on FRIDAY, the 18th December, 1914, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s S.S. "MALWA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the S.S. "INDIA," due in London on the 29th January, 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 7th December, 1914. [1

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FOR NEW YORK VIA SUEZ CANAL.

S.S. "SHIMOSA" ... On or about 24th Dec.

FOR NEW YORK VIA PANAMA CANAL.

S.S. "CHALISTER" On or about 30th Dec.

For Freight and further information, apply to—

DODWELL & Co., LTD.,
Agents.

Hongkong, 9th December, 1914. [1400-1441

## NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"CITY OF NORWICH,"

Captain McMillan, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 14th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 6th December, 1914. [1425

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAMES. | FLAG & RIG | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|---|---|---|---|---|---|
| LONDON VIA USUAL PORTS OF CALL | MALTA | Brit. str. | — | G. W.Cockman, | P. & O. S. N. Co. | On 18th inst., at Noon. |
| LONDON & HULL | MERIONETHSHIRE | Brit. str. | — | | JARDINE, MATHESON & Co., LD. | On 20th inst. |
| LONDON & SINGAPORE, VIA PENANG, COLOMBO, &c | NAGOYA | Brit. str. | — | W. H. Sweny, R.N.R. | P. & O. S. N. Co. | On 1st Jan., at Noon. |
| MARSEILLES. LONDON & VIA SINGAPORE, &C. | KITANO MARU | Jap. str. | — | F. E. Cope | NIPPON YUSEN KAISHA | On 23rd inst., at 10 A.M. |
| MARSEILLES VIA PORTS | NERA | Fren. str. | — | Vallat, | MESSAGERIES MARITIMES | On 29th inst., at 1 P.M. |
| VICTORIA, B.C., & SEATTLE VIA SHANGHAI, &C. | AWA MARU | Jap. str. | — | T. Hori | NIPPON YUSEN KAISHA | On 15th inst., at Noon. |
| VICTORIA, B.C., & TACOMA VIA KEELUNG & JAPAN | CHICAGO MARU | Jap. str. | — | K. Hori | OSAKA SHOSEN KAISHA | On 24th inst., at 3 P.M. |
| VICTORIA, B.C., & TACOMA VIA KOBE LUNG & JAPAN | CANADA MARU | Jap. str. | — | H. Yamamoto | OSAKA SHOSEN KAISHA | On 6th Jan., at 3 P.M. |
| VICTORIA, VANCOUVER, SEATTLE, TACOMA & P'LAND, &C. | GLENGYLE | Brit. str. | — | | JARDINE, MATHESON & Co., LD. | On 15th Jan. |
| NEW YORK VIA SUEZ CANAL | SHIMOSA | Brit. str. | — | | DODWELL & Co., LTD. | About 24th inst. |
| NEW YORK VIA PANAMA CANAL | CHALISTER | Brit. str. | — | | DODWELL & Co., LTD. | About 30th inst. |
| SAN FRANCISCO VIA MANILA & JAPAN, &C. | PERSIA | Am. str. | — | | PACIFIC MAIL S.S. Co. | On 16th inst., at Noon. |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, &C. | KOREA | Am. str. | — | A. W. Nelson | PACIFIC MAIL S.S. Co. | On 22nd inst., at 1 P.M. |
| SAN FRANCISCO VIA SHANGHAI & JAPAN, &C. | CHIYO MARU | Jap. str. | — | | TOYO KISEN KAISHA | On 5th Jan., at Noon. |
| MEXICAN. PERUVIAN & CHILE PORTS VIA JAPAN | KIYO MARU | Jap. str. | — | | TOYO KISEN KAISHA | On 9th Jan. |
| AUSTRALIAN PORTS | TAIYUAN | Brit. str. | 1 m. | P. W. Grierson | BUTTERFIELD & SWIRE | On 14th inst. |
| AUSTRALIAN PORTS VIA MANILA | TANGO MARU | Jap. str. | — | Sekine | NIPPON YUSEN KAISHA | On 16th inst., at Noon. |
| AUSTRALIAN PORTS | ST. ALBANS | Brit. str. | — | Baikie | GIBB, LIVINGSTON & Co. | On 19th inst., at 11 A.M. |
| DELAGOA BAY, DURBAN, EAST LONDON, &c. | SURAT | Brit. str. | — | | THE BANK LINE, LIMITED | On 23th inst. |
| JAPAN | TJIPANAS | Dut. str. | — | | JAVA-CHINA-JAPAN LIJN | Quick despatch. |
| KOBE & MOJI | KUMSANG | Brit. str. | — | F. Wheeler | JARDINE, MATHESON & Co., LD. | On 15th inst., at D'light. |
| KOBE & YOKOHAMA | KATORI MARU | Jap. str. | — | B. Kon | NIPPON YUSEN KAISHA | On 17th inst., at 11 A.M. |
| NAGASAKI, KOBE & YOKOHAMA | NIKKO MARU | Jap. str. | — | R. Takeda | NIPPON YUSEN KAISHA | On 15th inst., at 5 P.M. |
| SHANGHAI, MOJI & KOBE YOKOHAMA | KUTSANG | Brit. str. | — | Bradley | JARDINE, MATHESON & Co., LD. | To-day, at 4 P.M. |
| SHANGHAI | SHAOHSING | Brit. str. | 1 m. | K. E. Tuebben | BUTTERFIELD & SWIRE | On 12th inst., at Noon. |
| SHANGHAI VIA SWATOW | WOSANG | Brit. str. | — | J. M. Smith | JARDINE, MATHESON & Co., LTD | On 13th inst., at D'light. |
| SHANGHAI & TIENTSIN | ESANG | Brit. str. | — | W. P. Baker | JARDINE, MATHESON & Co., LD. | On 15th inst., at D'light. |
| SHANGHAI, KOBE & YOKOHAMA | CORDILLERE | Fren. str. | — | | MESSAGERIES MARITIMES | About 15th inst. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | NANKIN | Brit. str. | — | G. Manley | P. & O. S. N. Co. | About 19th inst. |
| SHANGHAI & KOBE | SANUKI MARU | Jap. str. | — | Date | NIPPON YUSEN KAISHA | On 18th inst., at 11 A.M. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | JINSEN MARU | Jap. str. | — | Terada | NIPPON YUSEN KAISHA | On 30th inst. |
| SHANGHAI & KOBE | NILE | Brit. str. | — | H. Powell | P. & O. S. N. Co. | About 30th inst. |
| SHANGHAI, MOJI, KOBE & YOKOHAMA | TJIKEMBANG | Dut. str. | — | | JAVA-CHINA-JAPAN LIJN | Quick despatch. |
| SHANGHAI | KAIJO MARU | Jap. str. | — | Y. Yamamoto | OSAKA SHOSEN KAISHA | To-day, at Noon. |
| FOOCHOW VIA SWATOW & AMOY | DAIJIN MARU | Jap. str. | — | K. Murakami | OSAKA SHOSEN KAISHA | On 13th inst., at 10 AM. |
| TAMSUI VIA SWATOW & AMOY | HAIYANG | Brit. str. | 2 h. | A. E. Hodgins | DOUGLAS LAPRAIK & Co. | To-day, at 1 P.M. |
| SWATOW, AMOY & FOOCHOW | HAIMUN | Brit. str. | 2 h. | A. H. Stewart | DOUGLAS LAPRAIK & Co. | On 13th inst., at 10 A.M. |
| SWATOW | HAITAN | Brit. str. | 2 h. | J. W. Evans | DOUGLAS LAPRAIK & Co. | On 15th inst., at 1 P.M. |
| SWATOW, AMOY & FOOCHOW | HAICHING | Brit. str. | 2 h. | W. C. Passmore | DOUGLAS LAPRAIK & Co. | On 18th inst., at 1 P.M. |
| SWATOW, AMOY & FOOCHOW | YUENSANG | Brit. str. | — | Tough | JARDINE, MATHESON & Co., LD | On 12th inst., at 3 P.M. |
| MANILA | TEAN | Brit. str. | 1 m. | Sidford | BUTTERFIELD & SWIRE | On 15th inst., at 4 P.M. |
| MANILA, CEBU & ILOILO | LOONGSANG | Brit. str. | — | W. G. G. Leask | JARDINE, MATHESON & Co., LD. | On 19th inst., at 3 P.M. |
| MANILA | CHINHUA | Brit. str. | 1 m. | Finlayson | BUTTERFIELD & SWIRE | On 22nd ins., at 4 P.M. |
| MANILA, CEBU & ILOILO | CHIHLI | Brit. str. | 1 m. | R. W. Lloyd | BUTTERFIELD & SWIRE | To-day, at Noon. |
| BANGKOK | TJIMANOEK | Dut. str. | — | | JAVA-CHINA-JAPAN LIJN | Quick despatch. |
| BATAVIA, CHERIBON, SAMARANG, &c. | RANGOON MARU | Jap. str. | — | H. Nomura | NIPPON YUSEN KAISHA | On 26th inst. |
| BOMBAY VIA SINGAPORE & COLOMBO | LUZON MARU | Jap. str. | — | T. Miyata | OSAKA SHOSEN KAISHA | On 30th inst. A.M. |
| BOMBAY VIA S'PORE, PORT S'HAM, PENANG & COLOMBO | FOOSHING | Brit. str. | — | W. D. Welsh | JARDINE, MATHESON & Co., LD. | On 24th inst., at 3 P.M. |
| SINGAPORE, PENANG & CALCUTTA | TOSA MARU | Jap. str. | — | Yoshikawa | NIPPON YUSEN KAISHA | On 26th inst. |
| SINGAPORE, PENANG, RANGOON & CALCUTTA | YATSHING | Brit. str. | — | Jarrett | JARDINE, MATHESON & Co., LD. | On 30th inst., at 3 P.M. |
| SINGAPORE, PENANG & CALCUTTA | SUNGKIANG | Brit. str. | 1. m. | J. Robertson | BUTTERFIELD & SWIRE | To-day, at 10 A.M. |
| PAKHOI & HAIPHONG | KUICHOW | Brit. str. | 1 m. | Shane | BUTTERFIELD & SWIRE | On 13th inst., at 9 A.M. |
| HOIHOW & HAIPHONG | LOKSANG | Brit. str. | — | D. W. Ritchie | JARDINE, MATHESON & Co., LD. | On 17th inst., at D'light. |
| HOIHOW & HAIPHONG | | | | | | |

# CANADIAN PACIFIC

## ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

| To VANCOUVER | | | | | | | To L'POOL | | From L'POOL | | From VANCOUVER | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| STEAMERS | Hongkong | S'hai Woosung | Nagasaki | Kobe | Yokohama | Vancouver | Quebec | Liverpool | Liverpool | Quebec | STEAMERS | Vancouver | Yokohama | Kobe | Nagasaki | S'hai Woosung | Hongkong |
| | Leave | Leave | Leave | Leave | Leave | Arrive | Leave | Arrive | Leave | Arrive | | Leave | Arrive | Arrive | Arrive | Arrive | Arrive |
| — | — | — | — | — | — | — | Sailings Temporarily Withdrawn. | | | | — | — | — | — | — | — | — |

PASSAGE RATES—HONGKONG TO LONDON.

| | | VIA QUEBEC | VIA NEW YORK |
|---|---|---|---|
| EMPRESS OF RUSSIA, EMPRESS OF ASIA, EMPRESS OF INDIA, EMPRESS OF JAPAN, MONTEAGLE | Meals and Sleeping | £71.10 | £71.10 |
| | Car Berth across | £65 — | £65 — |
| | Canada £6 additional. | £43 — | £45 — |

Hour of Departure—All Steamers sail from Hongkong at NOON.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

1491]

## INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SAIL |
|---|---|---|
| * SHANGHAI, MOJI, KOBE & YOKOHAMA | "KUTSANG" | ... Friday, 11th Dec., 4 P.M. |
| * MANILA | "YUENSANG" | ... Saturday, 12th Dec., 3 P.M. |
| † SHANGHAI VIA SWATOW | "WOSANG" | ... Sunday, 13th Dec., D'light. |
| † SHANGHAI and TIENTSIN | "ESANG" | ... Tuesday, 15th Dec., D'light. |
| * KOBE and [illegible] | "KUMSANG" | Wed'day, 16th Dec., D'light. |
| HOIHOW and HAIPHONG | "LOKSANG" | ... Thursday, 17th Dec., D'light. |
| * MANILA | "LOONGSANG" | ... Saturday, 19th Dec., 3 P.M. |
| SINGAPORE, PENANG & CALCUTTA | "FOOSHING" | ... Thursday, 24th Dec., 3 P.M. |
| SINGAPORE, PENANG & CALCUTTA | "YATSHING" | ... Wed'day, 30th Dec., 3 P.M. |

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YATSHING," "KUMSANG," and leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze, Chefoo, T'sin, Dalny, W'wei, N'chwang.

‡ Taking Cargo on Through Bills of Lading to Rudst, Lahad Datu, Simporna, Tawao, Usukan Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,

Hongkong, 11th December, 1914. GENERAL MANAGERS. [11

## BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co. LTD.,

Telephone No. 215. AGENTS

Hongkong, 16th April, 1914. 41

## THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

| FOR | STEAMERS | DATE OF DEPARTURE |
|---|---|---|
| LONDON & HULL | "MERIONETHSHIRE" | ... On 20th Dec. |
| LONDON | "RADNORSHIRE" | ... On 19th Jan. |

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE TACOMA & PORTLAND ..... "GLENGYLE" ... ... ... On 15th Jan.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., LTD.,

Hongkong 14th November, 1914. AGENTS. 140

## WEATHER REPORT.

On the 10th at 10.20 a.m.—Pressure changes are generally small. A moderate increase has occurred over S. Manchuria owing to the spreading of the anti-cyclone in that direction. There is no other change in the general distribution of pressure.

Strong monsoon will continue to prevail over the north part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

| DISTRICT. | FORECAST. |
|---|---|
| Hongkong & Neighbourhood | E. & N.E. winds, moderate to fresh; fair. |
| Formosa Channel | N.E. winds, strong. |
| South coast of China between Hongkong and Lamocks | The same as No. 1. |
| South coast of China between Hongkong and Hainan | The same as No. 1. |

CHINA COAST METEOROLOGICAL REGISTER.

10TH DECEMBER, 1914, A.M.

| Station. | Hour. | Barometer at Sea Level. | Temperature. | Humidity. | Wind Direction. | Wind Force. | Weather. |
|---|---|---|---|---|---|---|---|
| Vladvostock | 7 a. | 30.43 | 15 | — | NNE | 1 | b |
| Nemuro | 6 a. | 29.99 | — | — | W | 4 | — |
| Hakodate | ,, | 30.15 | — | — | WNW | 3 | — |
| Tokio | ,, | 30.22 | — | — | N | 1 | — |
| Kochi | ,, | 30.31 | — | — | WSW | 1 | — |
| Nagasaki | ,, | 30.33 | — | — | — | 0 | — |
| Kagoshima | ,, | 30.33 | — | — | NNE | 1 | — |
| Oshima | ,, | 30.29 | — | — | SSW | 1 | — |
| Naha | ,, | 30.25 | — | — | NE | 1 | — |
| Ishi'jima | ,, | 30.15 | — | — | E | 7 | — |
| Bonin Is. | ,, | 30.18 | — | — | NW | 1 | — |
| Chefoo | ,, | — | — | — | — | — | — |
| Weihsiwei | ,, | 30.44 | 34 | 79 | NW | 3 | ob |
| Haukow | ,, | — | — | — | — | — | — |
| Ichang | ,, | — | — | — | — | — | — |
| Kiukiang | ,, | — | — | — | — | — | — |
| Changsha | ,, | — | — | — | — | — | — |
| Shanghai | ,, | 30.45 | 42 | — | NW | 1 | o |
| Gutzlaff | ,, | 30.36 | 48 | — | N | 4 | ov |
| Sharp Peak | 7 a. | 30.23 | 59 | — | N | 2 | o |
| Amoy | 6 a. | 30.15 | 63 | 85 | N | 2 | o |
| Swatow | ,, | — | — | — | — | — | — |
| Taihoku | 5 a. | 30.14 | — | — | E | 6 | — |
| Taichu | ,, | 30 09 | — | — | — | 0 | — |
| Tainan | ,, | 30.08 | — | — | N | 2 | — |
| Koshun | ,, | 30 05 | — | — | NE | 8 | — |
| Pescadores | ,, | 30.10 | — | — | NE | 10 | — |
| Canton | 6 a. | — | — | — | — | — | — |
| Hongkong | ,, | 30.17 | 63 | 82 | — | 0 | o |
| Gap Rock | ,, | 30.14 | — | — | ENE | 5 | o |
| Macao | ,, | 30.14 | 57 | — | NNW | 1 | o |
| Wuchow | 9 a. | — | — | — | — | — | — |
| Hoihow | ,, | — | — | — | — | — | — |
| Pakhoi | ,, | — | — | — | — | — | — |
| Phulien | 6 a. | — | — | — | — | — | — |
| Tourane | ,, | — | — | — | — | — | — |
| Capo St. James | ,, | — | — | — | — | — | — |
| Aparri | ,, | 30.00 | 71 | — | SE | 1 | c |
| Manila | ,, | 29.95 | 71 | — | ENE | 1 | c |
| Legaspi | ,, | 29.93 | 78 | — | NNE | 2 | b |
| Iloilo | 9 a. | 29.91 | 81 | — | NE | 2 | b |
| Bacolod | ,, | — | — | — | N | 2 | b |
| Cebu | ,, | 29.91 | 81 | — | E | 2 | o |
| Labuan | ,, | — | — | — | — | — | — |

T. F. CLAXTON, *Director.*

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, to two points.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF WEATHER, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squall, r rain, s snow, t thunder, v visibility, w dew (wet).

7 RAIN in inches, t tenths and hundredths

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, December 10th.

| | Previous Day at 2 p.m. | On Date at 6 a.m. | On Date at 2 p.m. |
|---|---|---|---|
| Barometer | 30.14 | 30.17 | 30.11 |
| Temperature | 68 | 63 | 65 |
| Humidity | 64 | 82 | 77 |
| Wind Direction | East | — | North |
| ,, Force | 3 | 0 | 3 |
| Weather | 0 | 0 | 0 |
| Rain | — | — | — |

Highest open air Temperature on 2th ... 68

Lowest open air Temperature on 9th ... 60

SHIPPING REPORTS.

The British str. *Esang* reports: Strong N.E. monsoon.

The British str. *Albiana* reports: Strong N.E. wind throughout.

# PENINSULAR & ORIENTAL
## STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | TO SAIL | REMARKS |
|---|---|---|---|
| LONDON VIA USUAL PORTS OF CALL | *MALTA* Capt. G. W. Cookman, R.N.R. | Noon, 18th Dec. | *See Special Advertisement.* |
| SHANGHAI, MOJI, KOBE and YOKOHAMA | NANKIN Capt. G. Manley | About 19th Dec | Freight and Passage. |
| SHANGHAI, MOJI, KOBE and YOKOHAMA | NILE Capt. H. Powell | About 30th Dec. | Freight and Passage. |
| LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES | NAGOYA Capt. W. H. Sweny R.N.R. | Noon 1st Jan. | Freight and Passage. |

All the above Steamers are fitted with Wireless Telegraphy.
Subject to immediate alteration without notice.

### NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th December, 1914. [1

# CHINA NAVIGATION CO., LTD.
## SAILINGS SUBJECT TO ALTERATION.

| FOR | STEAMERS | TO SAIL |
|---|---|---|
| PAKHOI and HAIPHONG | "SUNGKIANG" | On 11th Dec., 10 A.M. |
| BANGKOK | "CHIHLI" | On 11th Dec., Noon. |
| SHANGHAI | "SHAOHSING" | On 12th Dec., Noon. |
| HOIHOW and HAIPHONG | "HUICHOW" | On 13th Dec., 9 A.M. |
| MANILA, CEBU and ILOILO | "TEAN" | On 15th Dec., 4 P.M. |
| MANILA, CEBU and ILOILO | "CHINHUA" | On 22nd Dec., 4 P.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

☞ SHANGHAI LINE.—THE TWIN SCREW STEAMERS "ANHUI" and "CHENAN," and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Hongkong, 11th December, 1914. TELEPHONE 36. AGENTS. [5

# BRITISH INDIA S. N. CO., LTD.
## APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 1st September, 1914. AGENTS 749

# DOUGLAS STEAMSHIP CO., LTD.
## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR
## SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

| STEAMSHIP | CAPTAIN | LEAVING |
|---|---|---|
| "HAIYANG" | Capt. A. E. Hodgins | FIRDAY, 11th Dec., at 1 P.M. |
| "HAITAN" | Capt. J. W. Evans | TUESDAY, 15th Dec., at 1 P.M. |
| "HAICHING" | Capt. W. C. Passmore | FRIDAY, 18th Dec., at 1 P.M. |

FOR **SWATOW** AND RETURN.
(Occupying 3 Days).

| | | | |
|---|---|---|---|
| "HAIMUN" | Capt. A. H. Stewart | SUNDAY, | 13th Dec., at 10 A.M. |
| | | WED'DAY, | 16th Dec., at 1 P.M. |

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 10th December, 1914. [4

# THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.
## MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION).

| STEAMER | ARRIVE HONGKONG FROM AUSTRALIA. | LEAVE HONGKONG FOR AUSTRALIA. |
|---|---|---|
| ST. ALBANS | | On 19th Dec., 11 A.M. |
| ALDENHAM | 2nd Jan. | On 29th Jan., 11 A.M. |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.
For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS
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# TOYO KISEN KAISHA.
## SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

| Steamer | Displacement Tons and Speed. | Leave Hongkong. |
|---|---|---|
| CHIYO MARU | 22,000—21 knots ... | TUES., 5th Jan. |
| TENYO MARU | 22,000—21 knots ... | TUES., 26th Jan. |
| * NIPPON MARU ... ... ... | 11,000 — 18 knots ... | TUESDAY, 9th Feb. |
| SHINYO MARU | 22,000—21 knots ... | TUES., 23rd Feb. |

* Via MANILA, Omitting Shanghai.
Steamers via Shanghai leaves at NOON.
" " Manila " at 10.30 A.M.

FIRST CLASS TO LONDON £71.10....RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO,

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

| Steamer | Displacement Tons and Speed | Sails |
|---|---|---|
| KIYO MARU ... | 17,2000—15 knots ... ... | Saturday, 9th Jan. |

For Full Particulars as to Passage and Freight, apply to—

O. WURIU, ACTING AGENT,
King's Building.
TELEPHONE 291. 212

# MESSAGERIES MARITIMES.
## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

| FOR | STEAMER | TO SAIL. |
|---|---|---|
| SHANGHAI, KOBE AND YOKOHAMA | CORDILLERE ... | On or about 15th December. |

HOMEWARD

| | | |
|---|---|---|
| MARSEILLES VIA PORTS | NERA | On 29th Dec., at 1 P.M. |

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez, and SIBERIAN ROUTE and *vice-versa* delivered here.
For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.
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# OSAKA SHOSEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

## THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co

FOR VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

| Steamer | Captain | Leaving |
|---|---|---|
| "CHICAGO MARU" ... | K. Hori ... | THURSDAY, 24th Dec., at 3 P.M. |
| "CANADA MARU" ... | H. Yamamoto ... | WED'DAY, 6th Jan., at 3 P.M. |

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

| Steamer | Captain | Leaving |
|---|---|---|
| "LUZON MARU" ... ... | T. Miyata ... | WED'DAY, 30th Dec., A.M. |

FOR FOOCHOW VIA SWATOW AND AMOY.

| Steamer | Captain | Leaving |
|---|---|---|
| "KAIJO MARU" | Y. Yamamoto ... | FRIDAY, 11th Dec., at Noon. |

FOR TAMSUI VIA SWATOW AND AMOY.

| Steamer | Captain | Leaving |
|---|---|---|
| "DAIJIN MARU" ... | K. Murakami ... | SUNDAY, 13th Dec., at 10 A.M. |
| "DAIGI MARU" ... | S. Tokushige ... | SUNDAY, 20th Dec., at 10 A.M. |

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

| Steamer | Captain | Leaving |
|---|---|---|
| "SOSHU MARU" | Z. Hattori ... | |

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

FOR FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
774 Second Floor, No. 1, Queen's Building.

# NIPPON YUSEN KAISHA
## THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

| DESTINATIONS | STEAMERS AND DISPLACEMENT | TONS | SAILING DATES |
|---|---|---|---|
| MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID ... ... ... ... | § KITANO MARU Capt. F. E. Cope, | 16,000 | WEDNESDAY, 23rd Dec., at 10 A.M. |
| | § FUSHIMI MARU Capt. Trizawa | 25,000 | WED'DAY, 30th Dec at 10 A.M. |
| VICTORIA, B.C., and SEATTLE VIA SHANGHAI MOJI, KOBE, YOKKAICHI and YOKOHAMA ... ... ... ... | § AWA MARU Capt. T. Hori, | 12,500 | TUESDAY, 15th Dec., at Noon. |
| | § SHIDZUOKA MARU Capt. Deguchi, | 12,500 | TUESDAY, 29th Dec., at Noon. |
| SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE ... ... ... | TANGO MARU Capt. Soyeda, | 13,500 | WEDNESDAY, 16th Dec., at Noon. |
| | NIKKO MARU Capt. R. Takeda, | 9,600 | WEDNESDAY, 13th Jan., at Noon. |
| CALCUTTA VIA SINGAPORE PENANG and RANGOON ... | TOSA MARU Capt. Takano, | 12,000 | SATURDAY, 26th Dec. |
| BOMBAY VIA SINGAPORE, and COLOMBO ... ... ... ... | RANGOON MARU Capt. Nomura, | 10,000 | SATURDAY, 25th Dec., |
| SHANGHAI and KOBE ... ... | JINSEN MARU Capt. Terada, | 5,000 | WED'DAY, 30th Dec. |
| SHANGHAI and KOBE ... ... | SANUKI MARU Capt. Date, | 12,500 | FRIDAY, 18th Dec. |
| NAGASAKI, KOBE and YOKOHAMA ... ... | NIKKO MARU Capt. Takeda, | 9,600 | TUESDAY, 15th Dec., at 5 P.M. |
| KOBE and YOKOHAMA ... | KATORI MARU Capt. B. Kon, | 20,000 | THURSDAY, 17th Dec., at 11 A.M. |

§ Wiresels Telegraphy.

## PASSENGER SEASON FOR 1915.

### FOR EUROPE.

| Steamers. | Displacement. | Leave Hongkong. |
|---|---|---|
| KATORI MARU ... ... | 20,000 Tons... ... ... ... | Thurs., 28th Jan. |
| KAMO " ... ... ... | 16,000 " ... ... ... ... | " 11th Feb. |
| KASHIMA " ... ... ... | 20 000 " ... ... ... ... | " 25th Feb. |
| MISHIMA " ... ... ... | 16,000 " ... ... ... ... | " 11th Mar. |
| SUWA " ... ... ... | 25 000 " ... ... ... ... | " 25th Mar. |
| ATSUTA " ... ... ... | 16,000 " ... ... ... ... | " 8th Apr. |
| YASAKA " ... ... ... | 25,000 " ... ... ... ... | " 22nd Apr. |
| MIYASAKI " ... ... ... | 16,000 " ... ... ... ... | " 6th May. |
| KITANO " ... ... ... | 16,000 " ... ... ... ... | " 20th May. |
| FUSHIMA " ... ... ... | 25,000 " ... ... ... ... | " 3rd June. |

### FOR AMERICA.

| | | |
|---|---|---|
| AKI MARU ... ... | 12,500 Tons... ... ... ... | Tues., 26th Jan. |
| SADO " ... ... | 12,500 " ... ... ... ... | " 9th Feb. |
| YOKOHAMA " ... ... | 12,500 " ... ... ... ... | " 23rd Feb. |
| AWA " ... ... | 12,500 " ... ... ... ... | " 9th Mar. |
| SHIDZUOKA " ... ... | 12,500 " ... ... ... ... | " 23rd Mar. |
| TAMBA " ... ... | 12,500 " ... ... ... ... | " 6th Apr. |
| AKI " ... ... | 12,500 " ... ... ... ... | " 20th Apr. |
| SADO " ... ... | 12,500 " ... ... ... ... | " 4th May. |

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 292 and 1941 8—9—10

# PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS FOR

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| Connecting Steamer leaves Yokohama | Steamers to Colombo. | Leave Shanghai | Leave Hongkong | Connecting Steamers from Colombo to Marseilles and London | Due at Marseilles | Due at Plymouth (London 1 day later |
|---|---|---|---|---|---|---|
| p.m. Thurs. | | | Noon | | Friday | Thursday |
| Dec. 7 | MALTA ... ... | Dec. 14 | Dec. 18 | MALWA ... ... | Jan. 15 | Jan. 21 |
| Dec. 20 | NAGOYA... ... | Dec. 28 | Jan. 1 | MOREA ... ... | Jan. 28 | Feb. 4 |
| —— | ARCADIA | Jan. 12 | Jan. 16 | MALOJA ... ... | Feb. 12 | Feb. 18 |

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday.
Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:
The Fares to London and Marseilles are as follows:—

| | | | | | | |
|---|---|---|---|---|---|---|
| | | | | LONDON | | |
| 1st Saloon | "A" | Accommodation | Single | £65. | Return | £97. |
| | "B" | | " | £59 | " | £89. |
| 2nd Saloon | "A" | " | " | £44. | " | £66. |
| | "B" | " | " | £40. | " | £60. |
| | | | | MARSEILLES | | |
| 1st Saloon | "A" | Accommodation | Single | £61. | Return | £91. |
| | "B" | " | " | £55. | " | £83. |
| 2nd Saloon | "A" | " | " | £42. | " | £63 |
| | "B" | " | " | £38. | " | £57. |

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS:

| STEAMERS. | Leave Y'HAMA | Leave SHANGHAI | Leave H'KONG | Leave S'PORE | Due at M'SEILLES | Due at LONDON |
|---|---|---|---|---|---|---|
| | about | about | about | about | about | about |
| NAGOYA ... ... ... | Dec. 20 | Dec. 28 | Jan. 1 | Jan. 7 | Feb. 2 | Feb. 10 |
| NANKIN ... ... ... | Jan. 5 | Jan. 15 | Jan. 20 | Jan. 26 | Feb. 22 | Mar. 3 |
| NILE ... ... ... | Jan. 19 | Jan. 29 | Feb. 3 | Feb. 9 | Mar. 8 | Mar. 17 |

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO
FARES TO LONDON:
1st Saloon £50 Single; £75 Return, 2nd Saloon £35 Single; £52 Return
FARES TO MARSEILLES:
1st Saloon £46 Single. 2nd Saloon £33 Single.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.
For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.
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## POST OFFICE NOTICE.

The AMERICAN MAIL is expected to arrive here to-day.

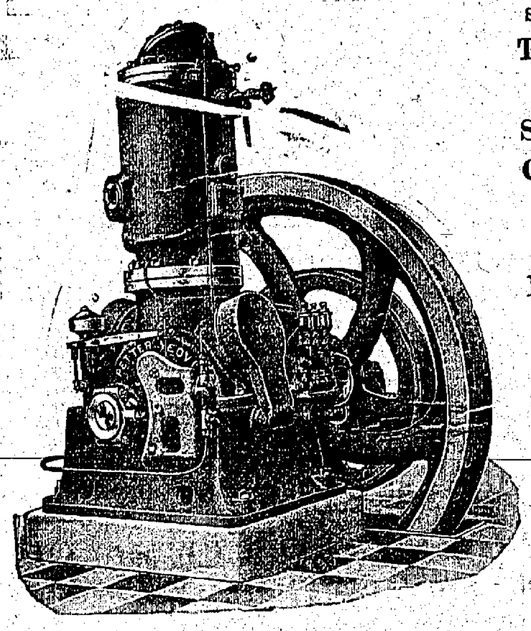
The MAIL FROM LONDON (via Siberia) of 8th November is due to arrive here to-day.

The AMERICAN MAIL is due to arrive here on Sunday, the 20th inst.

| FOR | DATE |
|---|---|
| Pakhoi and Haiphong | Friday, 11th, 9.00 A M |
| Saigon | Friday, 11th, 9.00 A M |
| Bangkok | Friday, 11th, 11.00 A M |
| Swatow, Amoy and Foochow | Friday, 11th, 11.00 A M |
| Swatow, Amoy and Foochow | Friday, 11th, 1.00 P M |
| Shanghai, North China and Japan via Moji | Friday, 11th, 3.00 P M |
| SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA) (Tientsin-Pukow Service Shanghai Brit. P.O. Thursday, 17th inst.) | Saturday, 12th, Registration 10.30 A M; Letters 11.00 A M |
| Philippine Islands | Saturday, 12th, 2.00 P M |
| Hoihow, Haiphong and Pakhoi | Saturday, 12th, 4.00 P M |
| Takao | Saturday, 12th, 4.00 P M |
| Swatow, Shanghai and North China | Sunday, 13th, 9.00 A M |
| Swatow, Amoy and Tamsui | Sunday, 13th, 9.00 A M |
| Swatow | |
| Philippine Is., Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island | Monday, 14th, 11.00 A M |
| Shanghai and North China | Monday, 14th, 4.00 P M |
| Shanghai, North China & Japan via Moji Victoria, B.C., Seattle, Wash., and United Kingdom via Canada | Tuesday, 15th, Registration 10.30 A M; Letters 11.00 A M |
| Swatow, Amoy and Foochow | Tuesday, 15th, 3.00 P M |
| Philippine Islands | Tuesday, 15th, 4.00 P M |
| Japan via Nagasaki | |
| Philippine Islands, Australia, Tasmania, New Zealand and New Guinea via Thursday Island | Wednesday, 16th, 10.00 A M |
| Philippine Islands, Japan via Nagasaki, Honolulu, United States, Canada via San Francisco | Wednesday, 16th, Registration 10.00 A M; Letters 11.00 A M |
| Swatow | Wednesday, 16th, NOON |
| Swatow, Amoy and Foochow | Friday, 18th, 1.00 P M |
| Philippine Is., Timor, Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island | Saturday, 19th, 10.00 A M |
| Philippine Islands | Tuesday, 22nd, 3.00 P M |


# WM. C. JACK & CO., LTD.,

14, DES VŒUX ROAD, HONGKONG.



SOLE AGENTS FOR

THE PETTER PATENT SEMI-DIESEL CRUDE OIL ENGINES

AND

KEROSINE ENGINES.

We carry large stocks of Ship and Engine Stores, Cotton Waste, Oil, Packing, &c.

Electrical Repairs and Installations Undertaken; Electro-Plating in all its Branches.

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# HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

| | |
|---|---|
| Single Fare by Night Steamer | $6.00 |
| Return " " (available also for return by day steamer) | 10.00 / 4.00 |
| Single Fare by Day Steamer | 8.00 |
| Return " " | |

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

| HONGKONG TO CANTON. | CANTON TO HONGKONG. |
|---|---|
| FRIDAY, 11TH DECEMBER, 1914. | |
| 8 a.m. *KINSHAN*. | 8 a.m. *HEUNGSHAN*. |
| 5 p.m. *SUI AN*. | 5 p.m. *FATSHAN*. |
| SATURDAY, 12TH DECEMBER, 1914. | |
| 8 a.m. *HEUNGSHAN*. | 8 a.m. *KINSHAN*. |
| ... ... ... ... | 5 p.m. *SUI AN*. |

## HONGKONG-MACAO LINE.

S.S. *SUI TAI*, Tons 1,651. | S.S. *TAISHAN*, Tons 2,006.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 1.30 p.m. Sundays at 7.30 a.m. and 1.30 p.m.

## EXCURSION TO MACAO.

SUNDAY, 13TH DECEMBER, 1914.

The Company's New Steamship

"TAISHAN"

Will depart from the Company's WING LOK STREET WHARF at 8 a.m., and return from Macao at 1.30 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

## CANTON-MACAO LINE.

S.S. *HOISANG*

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.
Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. *SAINAM*, 388 tons, and S.S. *NANNING*, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or *vice versa* by the Company's direct Steamers *LINTAN* and *SANUI*. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT Co., LTD.,
Hotel Mansions (First Floor), opposite the Blake Pier. [42


## COMMERCIAL.

### CLOSING QUOTATIONS.

December 10th.

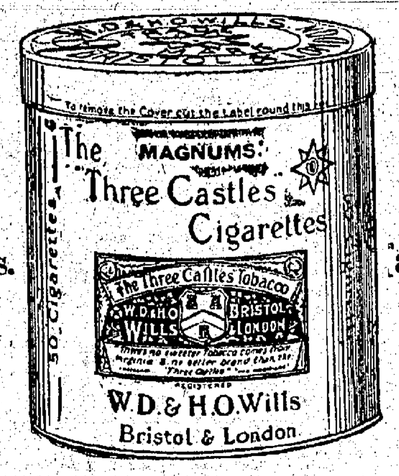
| | |
|---|---|
| ON LONDON:— | |
| Telegraphic Transfer | 1/9⅝ |
| Bank Bills, on demand | 1/9⅝ |
| Bank Bills, at 30 days' sight | 1/9⅝ |
| Bank Bills, at 4 months' sight | 1/9⅝ |
| Credits, at 4 months' sight | 1/10⅛ |
| Documentary Bills 4 months' sight | 1/10⅛ |
| ON PARIS:— | |
| Bank Bills, on demand | 225½ |
| Credits, at 4 months' sight | 237 |
| ON GERMANY:— | |
| On demand | nom. |
| ON NEW YORK:— | |
| Bank Bills, on demand | 44⅜ |
| Cedits, at 60 days' sight | nom. |
| ON BOMBAY:— | |
| Telegraphic Transfer | nom. |
| Bank, on demands | 136½ |
| ON CALCUTTA:— | |
| Telegraphic Transfer | nom. |
| Bank, on demand | 136½ |
| ON SHANGHAI— | |
| Bank, at sight | 78½ |
| Private, 30 days' sight | nom |
| ON YOKOHAMA:—On demand | 89½ |
| ON MANILA:—On demand—Pesos | 89 |
| ON SINGAPORE:—On demand | 77½ |
| ON BATAVIA:—On demand | 109½ |
| ON HAIPHONG:—On demand | nom. |
| ON SAIGON:—On demand | nom. |
| ON BANGKOK:—On demand | 85½ |
| SOVEREIGNS, Bank's Buying Rate | $10.80 |
| GOLD LEAF, 100 fine, per tael | $55.90 |
| BAR SILVER, per oz. | 23½ |

SUBSIDIARY COINS.

| | per cent. |
|---|---|
| Hongkong...20 cents pieces | $18.00 discount. |
| Hongkong ..10 " | $18.40 " |


# CIGARETTE HOLDERS FREE TO SMOKERS OF "THREE CASTLES" MAGNUMS CIGARETTES.

75 Cents a tin of 50 Cigarettes.




75 Cents a tin of 50 Cigarettes.

There are now packed in each tin of Magnums Cigarettes coupons, and in return for 100 of these coupons we will send you a GOOSE QUILL SILVER CIGARETTE HOLDER enclosed in a neat leather pocket case fitted with a spare Goose Quill.

Send coupons to:—

W. D. & H. O. WILLS.

AGENTS: BRITISH-AMERICAN TOBACCO COMPANY, LIMITED, HONGKONG.


## SHARE LIST.—QUOTATIONS.

HONGKONG, 10TH DECEMBER, 1914.

| STOCKS. | NO. SHARES. | VALUE | PAID UP. | CLOSING QUOTATIONS CASH. | RETURN ON BASIS OF LAST DIV'D. |
|---|---|---|---|---|---|
| BANKS:— | | | | | |
| Hongkong & S'hai. Bank Corporation | 120,000 | $125 | all | $750, sales; L'don £71. | |
| China Borneo Company, Limited | 60,000 | $12 | all | $10, buyers | |
| China Light and Power Company, Ld. | 50,000 | $5 | all | $4, sellers | |
| | 50,000 | $1 | all | | |
| China Provident, Loan & Mortgage Co., Ld | 200,000 | $10 | all | $7½, buyers | |
| COTTON MILLS.— | | | | | |
| Ewo Cotton Spin'g. & Weaving Co., Ld. | 20,000 | Tls. 50 | all | Tls. 125 | |
| Hongkong Cotton Spinning Co., Ld. (in Liquidation) | 125,000 | $10 | all | $7¼ | |
| Dairy Farm Company, Limited | 40,000 | $75 | all | $35, sellers | |
| DOCKS AND WHARVES.— | | | | | |
| H'kong. & Kowloon Wharf & G. Co., Ld. | 60,000 | $50 | all | $76, sellers | |
| H'kong. and Whampoa Dock Co., Ld. | 50,000 | $50 | all | $54, buyers | |
| New Amoy Dock Co., Limited | 10,000 | $62½ | all | | |
| S'hai. Dock and Engineering Co., Ld. | 55,700 | Tls. 100 | all | Tls. 55 | |
| S'hai. and Hongkew Wharf Co. Ld. | 36,000 | Tls. 100 | all | Tls. 91 | |
| Green Island Cement Co., Limited | 400,000 | $10 | all | $5¼ | |
| Hongkong Electric Co., Limited | 60,000 | $10 | all | $36 | |
| Hongkong Hotel Company Limited | 20,000 | $50 | all | $125 | |
| Hongkong Ice Company, Limited | 5,000 | $25 | all | $180, buyers | |
| Hongkong Rope Manufacturing Co., Ld. | 60,000 | $10 | all | $25 | |
| H'kong. & South China Steam Fishers. Co., Ld. | 15,000 | $6 | all | $2 | |
| Hongkong Steel Foundry Co., Ld. | 15,000 | $10 | all | $10 | |
| Hongkong Tramway Co., Ld. | 325,000 | 5/- | all | $5.30, sal. & sel. | |
| INSURANCES— | | | | | |
| Canton Insurance Office Co., Limited | 10,000 | $250 | $50 | $330, buyers | |
| China Fire Insurance Co., Limited | 20,000 | $100 | $20 | $148, buyers | |
| Hongkong Fire Insurance Co., Ld. | 8,000 | $250 | $50 | $380, buyers | |
| North-China Insurance Co., Limited | 10,000 | £15 | £5 | Tls. 142 | |
| Union Insurance Society, Limited | 12,400 | $250 | $100 | $725, buyers | |
| Yangtsze Insurance Association, Ld | 12,000 | $100 | $50 | $200 | |
| LANDS AND BUILDINGS.— | | | | | |
| H'kong. Land Invest. Agency Co., Ld | 50,000 | $100 | all | $107, buyers | |
| Hongkong Central Estate, Ld. | 10,000 | $100 | all | $100 | |
| Hongkong Land Reclamation Co., Ld | 25,000 | $100 | $75 | $200 | |
| Humphreys' Estate and Finance Co., Ld | 150,000 | $10 | all | $7, sal. & buy. | |
| Kowloon Land and Building Co., Ld. | 6,000 | $50 | $30 | $44 | |
| Shanghai Land Investment Co., Ld. | 78,000 | Tls. 50 | all | Tls. | |
| West Point Building Co., Limited | 12,500 | $50 | all | $71 | |
| Maatschappij tot Mijn-, Bosch-en Landbouw exploitatie in Langkat | 250,000 | Gds. 10 | all | Tls. 32 | |
| MINING.— | | | | | |
| Chinese Engineering and M. Co., Ld. | 1,000,000 | £1 | all | 37/6 | |
| Heawood Tin and Rubber Estate, Ld. | 822,000 | 2/- | all | 2/6 | |
| Raub Australian Gold Mining Co., Ld | 200,000 | £1 | all | $2, sellers | |
| Tronoh Mines, Limited | 160,000 | £1 | all | 24/- | |
| Peak Tramways Co., Limited | 25,000 | $10 | all | $10 | |
| | 50,000 | $10 | $1 | $0.90 sellers | |
| Philippine Co., Limited | 75,000 | $10 | all | $5 | |
| Pulpes et Papeteries du Tonkin Societe de | 13,200 | $50 | all | $20 | |
| REFINERIES.— | | | | | |
| China Sugar Refining Co., Limited | 20,000 | $100 | all | $75 | |
| Luzon Sugar Refining Co., Limited | 7,000 | $100 | all | $20, sellers | |
| STEAMSHIP COMPANIES.— | | | | | |
| China and Manila Steamship Co., Ld. | 30,000 | $25 | all | $6½, sellers | |
| Douglas Steamship Co., Limited | 20,000 | $50 | all | $30 | |
| H'kong., Canton & Macao S.B. Co., Ld. | 80,000 | $15 | all | $24, sellers | |
| Indo-China Steam Navigation Co., Ld. | 60,000 pref. | £5 | all | $55 | |
| | 60,000 def. | £1 | all | 80/-, sellers | |
| Shell Transport & Trading Co., Ld. | 2,500,000 | $10 | all | $40 | |
| Star Ferry Company, Limited | 40,000 | $25 | all | $28 | |
| South China Morning Post, Limited | 6,000 | $5 | all | $4½, sellers | |
| Steam Laundry Company, Limited | 20,000 | $7 | all | $7½, sellers | |
| STORES AND DISPENSARIES.— | | | | | |
| Powell, Wm., Limited | 15,000 | $10 | all | $7 | |
| Watson & Co., A. S., Limited | 190,000 | $10 | all | $18 | |
| Union Waterboat Co., Limited | 50,000 | | | | |

| Loans. | Amount. | Value. | Interest. | Quotation. |
|---|---|---|---|---|
| Chinese Imperial 1886 | Tls. 767,200. | Tls. 250 | 7% p. annum | Par. |

VERNON & SMYTH, *Share Brokers*


# MILKMAID EVAPORATED MILK.

NO SUGAR

NO PRESERVATIVES




CREAMY CONSISTENCY.

(GOLD PRINTED LABEL).

UNSWEETENED, FOR TEA, COFFEE, FRUITS, &c.

ON SALE AT ALL STORES.

11127

# PACIFIC MAIL S.S. CO.

OPERATING

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons — MANCHURIA 27000 tons
KOREA 18000 tons — SIBERIA 18000 tons
CHINA 10200 tons — NILE 11000 tons
PERSIA 5000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

| | | | |
|---|---|---|---|
| PERSIA (via Manila) | Sailing | WED'DAY, | 16th Dec., at Noon. |
| KOREA | " | TUESDAY, | 22nd Dec., at 1 P.M. |
| SIBERIA | " | TUESDAY, | 29th Dec., at 1 P.M. |
| CHINA (via Manila) | " | TUESDAY, | 12th Jan., at Noon. |

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Moroni, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Patrons is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.

TEL. No. 141.

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## FORTHCOMING EVENTS.

Saturday, 19th Dec.:—

3.30 p.m.—Y. W. C. A. Sale of Work at St. Paul's College.

Friday, 25th Dec.:—

Christmas Day.

Friday, 1st Jan.:—

New Year Day.

Saturday, 30th Jan.:—

3 p.m.—A Garden Fête in the grounds of the University.

## HONGKONG TIDE TABLE.

From 11th to 17th December, 1914.

| Days of Week | Days of Month | HIGH WATER H'kong. Mean Time | Height | LOW WATER H'kong. Mean Time | Height |
|---|---|---|---|---|---|
| | | h. m. | ft. in. | h. m. | ft. in. |
| Thurs. | 11 | m 2 49 | 6 2 | m 10 14 | 2 3 |
| | | 4 51 a | 5 4 | 10 24 a | 4 0 |
| Fri. | 12 | m 4 25 | 5 7 | m 11 1 | 2 6 |
| | | 5 22 a | 6 0 | | |
| Satur. | 13 | m 5 51 | 5 4 | m 0 6 | 3 2 |
| | | 5 55 a | 6 7 | m 11 43 | 2 9 |
| Sun. | 14 | m 7 8 | 5 1 | m 1 8 | 2 4 |
| | | 6 33 a | 7 3 | 0 18 a | 3 2 |
| Mon. | 15 | m 8 21 | 4 9 | m 2 3 | 1 6 |
| | | 7 15 a | 7 3 | 0 51 a | 3 5 |
| Tues. | 16 | m 9 28 | 4 7 | m 2 51 | 0 9 |
| | | 7 59 a | 8 3 | 1 23 a | 3 6 |
| Wed. | 17 | m 10 30 | 4 6 | m 3 37 | 0 5 |
| | | 8 44 a | 8 6 | 1 56 a | 3 7 |


# INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

| FROM HONGKONG: | Connecting with | FROM COLOMBO: |
|---|---|---|
| 28th Dec. | "SURAT" | 17th Jan. |

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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